



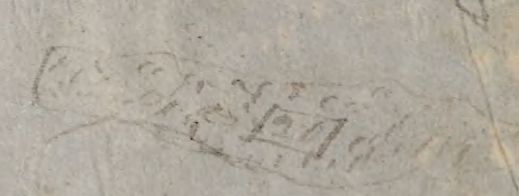
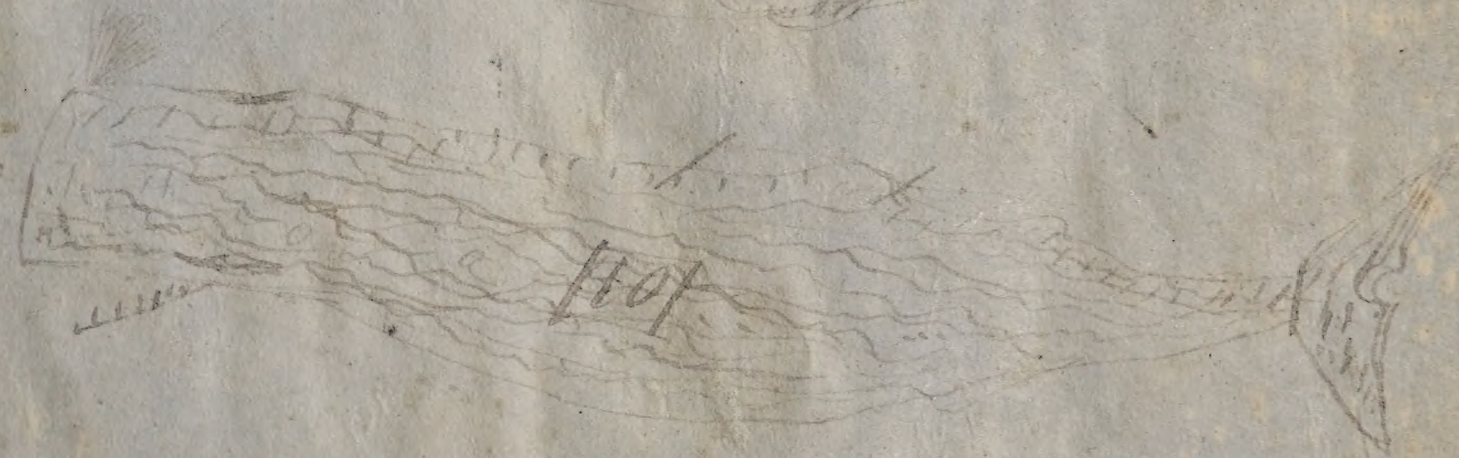
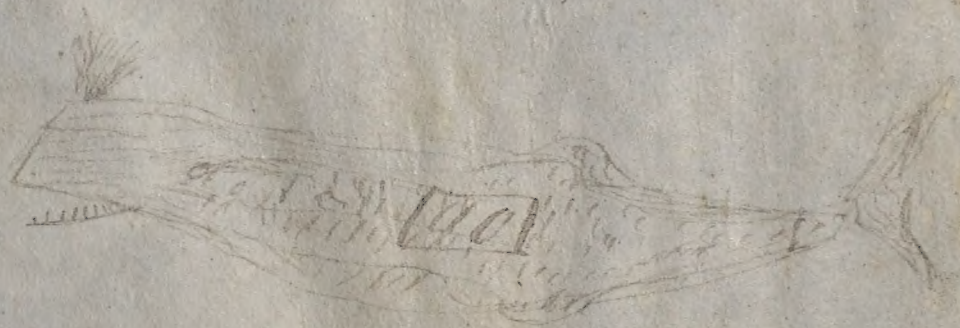
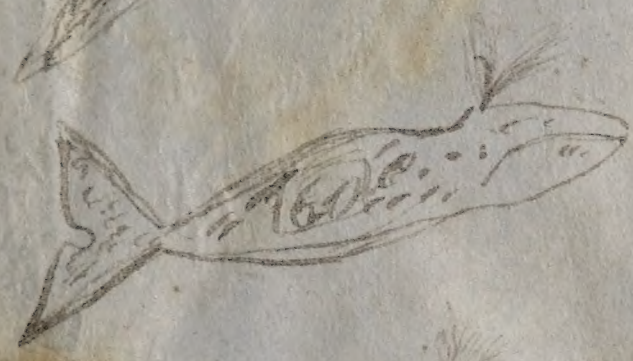
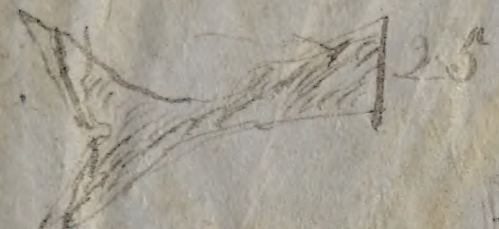
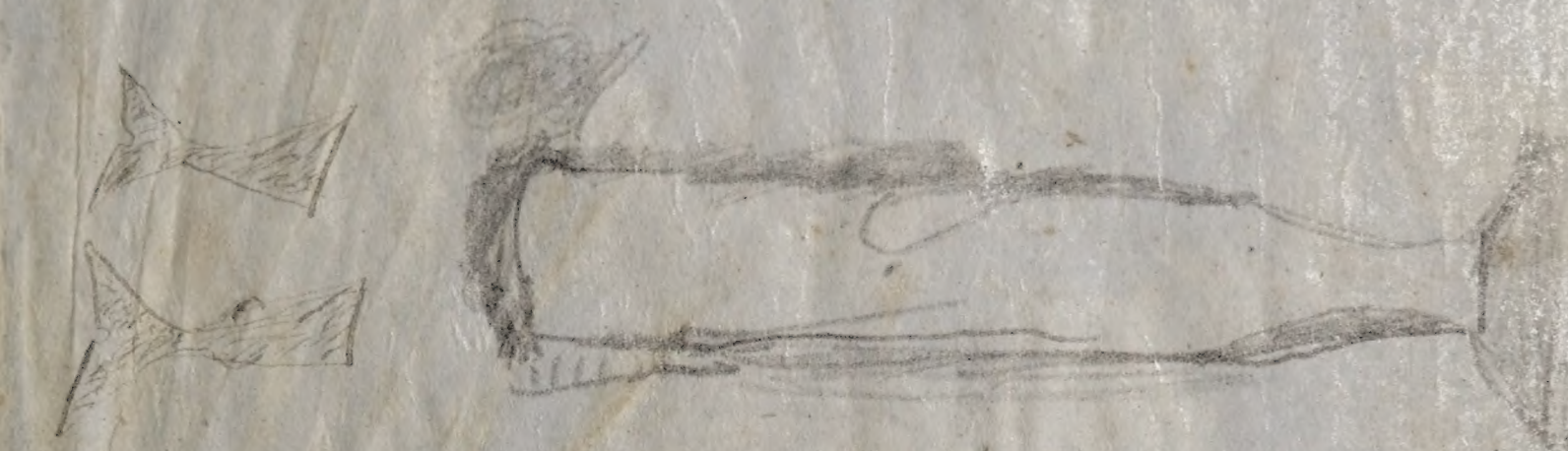
Nicholson
Whaling
Collection



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Paul C. Nicholson

Providence Public
Library

wh
5531
1856j





My dear

the eggs and Machine caught in the

[illegible]

November 25th 1857. Fairhaven. Mass
Sail of Officers and crew which sailed from
the said port on board Ship Sharon Capt King
Station Head of Residence
S. B. King Master Lynn Mass
Albert Allen First Officer New Bedford
John Moulton and
William Fuller Jr New Bedford Mass
James D. Bull ^{skipper at} ^{Salisbury} ^{last month}
George D. Bowditch Boat Steerer Falmouth Mass
Benjamin F. Ayer
James Greenough Portland Vermont
Robert Beardsley New York
William Bates Cooper Lake Erie N. Y.
James Williams Stewart Boston Mass
George C. Bell Seaman
James Smith St. Helena
John Heart New York
Arthur Wright
John Smith
John E. Chesley Carpenter Boston Mass
William Riley New York
John Durling
Garryn Lewis
Thomas Haver St. Helena
Julius Brown Canada
William FitzPatrick Philadelphia
John Harris N. Y.
Robert Stephenson New York
William Stephens
William Murray N. B.
Albert Lockwood
John Lockson Newburg N. Y.
Ship at Salaputua March. - 1857
Benjamin F. Mills England
Robert Patterson Scotland Mass

2 Joseph. (man) Tahiti. Cabin Boy
Edward Challen. England
Ship at Tahiti. Sandwich Islands
John Andrew. Cape Verde
Edward Burgess. N. B.

Albert Turner (Steward) Sandwich Islands
Ship at Honolulu. May 26, 1851.

Charles Laverette. Cabin
Ship at Honolulu November 3, 1851
Francis (Portuguese) Western Islands
Joseph. = = =
Manuel = = = Geisboord. Ispouse

Bourman (steward) Sandwich Islands
Signed shipping papers at Hualalai. Society Islands
Robert Kerrigan (seaman). N. B.
James Donald =

Brown (Cook)
Ship at Tahiti March 1851
Carrhead first officer
Jackson 2nd = New York
Graham 3rd = native of Baltimore
(Cook) China

Eph. (steward) Hawaii
Samuel
William Roach

John
James
Ahaina. (Boy) (Hawaii) Sandwich Islands
Came aboard Dec. Sunset Boat
William
Stewart
James

At sea November 20th 1856

Ship Journal kept at sea on board Ship
 Shown to me of the boatman George I. B. B. B.

The Ship Shown sailed from Fairport
 on the 25th of November. We put out a strong
 voice on the North West. We approached about
 4 PM. The Church. It was not a very high but
 about 100 ft. high. The wind strength. The
 morning from N. E. to S. E. at 10 PM. we were
 about 10 miles from the shore. The weather was
 very clear. The ship was in the water.

Lat 44° 10' N Long 71° 10' W

On the 24th we were in the water with
 a strong breeze. At 10 PM. we were in the
 water. The ship was in the water. The
 weather was very clear. The ship was in the
 water. The weather was very clear. The ship
 was in the water. The weather was very clear.
 The ship was in the water. The weather was
 very clear. The ship was in the water. The
 weather was very clear. The ship was in the
 water. The weather was very clear. The ship
 was in the water. The weather was very clear.

Lat 44° 10' N Long 71° 10' W

That there is a house on the shore with a
 strong breeze from the shore. The ship was
 in the water. The weather was very clear. The
 ship was in the water. The weather was very
 clear. The ship was in the water. The weather
 was very clear. The ship was in the water. The
 weather was very clear. The ship was in the
 water. The weather was very clear. The ship
 was in the water. The weather was very clear.
 The ship was in the water. The weather was
 very clear. The ship was in the water. The
 weather was very clear. The ship was in the
 water. The weather was very clear. The ship
 was in the water. The weather was very clear.

Lat 44° 10' N Long 71° 10' W

On the 25th we were in the water with a
 strong breeze. The ship was in the water. The
 weather was very clear. The ship was in the
 water. The weather was very clear. The ship
 was in the water. The weather was very clear.
 The ship was in the water. The weather was
 very clear. The ship was in the water. The
 weather was very clear. The ship was in the
 water. The weather was very clear. The ship
 was in the water. The weather was very clear.
 The ship was in the water. The weather was
 very clear. The ship was in the water. The
 weather was very clear. The ship was in the
 water. The weather was very clear. The ship
 was in the water. The weather was very clear.

The La. Harrier North Atlantic
put the mast back on the main the latter
ends with a strong breeze about 10 PM

Lat 39.40 N Long 115.11 W

Lat 22.00 there was a strong breeze
and a large sail a large sail pulled in with a
strong wind as it led through the water getting
a new boat ready and set for on the main at
night commenced standing in. Later on the
main to run a heavy swell on. Later on at 4 PM
commenced rearing topsails at 11 PM
left her to make a close reef again. Lat 22.00
a heavy swell on Lat N Long West.

Since then no hours commenced with
a strong breeze at 10 AM turned the boat
up on their side at 11 PM pulled up the
main topsail and pulled it and then let her
tack but under bare poles at 1 PM. Then the
the fore and then kept her up before the
wind. But on account of their being some
we hauled up the foresail and then
kept her to on the starboard tack at 4
PM. Stove the foremast losing the stern
of her altogether and stove the other three
masts in the ^{course} of the day. The sea being
a clear sheet of foam and the wind blowing
most furiously at 5 PM. Hauld out
the foot of the spanker. saw some there
24 hours. Lat N Long

December Monday 1st

Monday 1st there was a heavy gale of wind blowing to
ward the fore of the spanker hauled
out at 1 AM still a sea white storm and
the starting quarter bulwarks carrying away the
water but no more heavy breeze. Heavy and

Genl. George

Shut

at 10:45, past 7:30, got to fore-dice ^{large quantity} of water, got no observation through the
 Sp. South Long

and kept her to the wind. At 11:00
 a squall and we found her to be in the
 middle of a squall. At 11:15 the
 top-sail shaver E. & E. with the top-sail shaver
 and the main-sail shaver. Lat 33.25 N. Long 54 11

at 11:30 we commenced with a
 breeze, double reef fore and main top-sail
 E. & E. employed the fore part of the day in
 working out with water some ice set and a part
 of the night and latter part of the day
 and that night of sleep
 at 12:00 the main-sail shaver and the
 top-sail shaver. Lat 33.25 N. Long 54 11

at 1:00 we commenced with a
 breeze, double reef fore and main top-sail
 E. & E. employed the fore part of the day in
 working out with water some ice set and a part
 of the night and latter part of the day
 and that night of sleep
 at 12:00 the main-sail shaver and the
 top-sail shaver. Lat 33.25 N. Long 54 11

Wednesday 11th October

Left at 10 AM for the coast. The weather was very fine and the sea was calm. We made good progress and arrived at the coast at 4 PM. The coast was very beautiful and we saw many villages and towns. We went ashore and saw many things that were very interesting. We saw many people and animals and we saw many things that we had never seen before. We were very happy and we had a very good time. We went back to the ship at 6 PM and we were very tired but we were very happy. We went to bed at 8 PM and we had a very good night's sleep.

Thursday 12th October. Staying at the Bedford and Eastward making worthy of notice. The weather was very fine and the sea was calm. We made good progress and arrived at the coast at 4 PM. The coast was very beautiful and we saw many villages and towns. We went ashore and saw many things that were very interesting. We saw many people and animals and we saw many things that we had never seen before. We were very happy and we had a very good time. We went back to the ship at 6 PM and we were very tired but we were very happy. We went to bed at 8 PM and we had a very good night's sleep.

Friday 13th October. These twenty four hours were passed with a moderate breeze at daylight. made all sail and went to stand. The weather was very fine and the sea was calm. We made good progress and arrived at the coast at 4 PM. The coast was very beautiful and we saw many villages and towns. We went ashore and saw many things that were very interesting. We saw many people and animals and we saw many things that we had never seen before. We were very happy and we had a very good time. We went back to the ship at 6 PM and we were very tired but we were very happy. We went to bed at 8 PM and we had a very good night's sleep.

Saturday 14th October. These twenty four hours were passed with a moderate breeze. we went from the northward and westward. The weather was very fine and the sea was calm. We made good progress and arrived at the coast at 4 PM. The coast was very beautiful and we saw many villages and towns. We went ashore and saw many things that were very interesting. We saw many people and animals and we saw many things that we had never seen before. We were very happy and we had a very good time. We went back to the ship at 6 PM and we were very tired but we were very happy. We went to bed at 8 PM and we had a very good night's sleep.

At 4 PM the vessel was in the harbor

Monday

Left the harbor at 10 AM and sailed for the north

and arrived at the point of destination at 10 PM

where we found the vessel in the harbor

and found the vessel in the harbor

and found the vessel in the harbor

and found the vessel in the harbor

and found the vessel in the harbor

and found the vessel in the harbor

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and found the vessel in the harbor

and found the vessel in the harbor

[illegible]

24. 11. 2.

January 24th. Still Atlantic. South Atlantic. The
 the star had quater. The remainder of the crew
 working in the rigging and sail in sight
 nothing was to be seen through the main
 of the cap. mist and other fog. weather
 same. Lat 20. 11. Long 28.

Long 28. 11

These two days were very much
 with a moderate breeze. The wind started
 down from the North. The wind was very much
 in the day. The distance was very much
 sailing. The wind was very much. The
 with one sail in sight of the star. The
 middle and other sail. The wind was very much.

Lat 20. 11. Long 28. 11

These two days were very much
 with a moderate breeze. The wind started
 down from the North. The wind was very much
 in the day. The distance was very much
 sailing. The wind was very much. The
 with one sail in sight of the star. The
 middle and other sail. The wind was very much.

Lat 20. 11. Long 28. 11

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 with a moderate breeze. The wind started
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 in the day. The distance was very much
 sailing. The wind was very much. The
 with one sail in sight of the star. The
 middle and other sail. The wind was very much.

Lat 20. 11. Long 28. 11

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 with a moderate breeze. The wind started
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 sailing. The wind was very much. The
 with one sail in sight of the star. The
 middle and other sail. The wind was very much.

These two days were very much
 with a moderate breeze. The wind started
 down from the North. The wind was very much
 in the day. The distance was very much
 sailing. The wind was very much. The
 with one sail in sight of the star. The
 middle and other sail. The wind was very much.

January 19th 1854. South Atlantic
and just after the station opened. Had
all the craft on deck each boatman
rising twenty rows up and down and latter
part made the voice. Lat 4.20 S. Long 24.00

Just then we were in a small boat
and a small boat with a small boat
and a small boat with a small boat
and a small boat with a small boat
Lat 16.00 S Long 25.40

Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40

Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Lat 16.00 S Long 25.40
Ship Columbia of Boston (private) left
went in January 1854 with a cargo of sugar
which was sold at the rate of 10 cents per
cwt. and the cargo of sugar was sold at
the rate of 10 cents per cwt. and the cargo
of sugar was sold at the rate of 10 cents per
cwt. Lat 26.06 S Long 24.00

Lat 26.06 S Long 24.00
Lat 26.06 S Long 24.00
Lat 26.06 S Long 24.00
Lat 26.06 S Long 24.00
Lat 26.06 S Long 24.00
Lat 26.06 S Long 24.00

Lat 21.35 - L. Long 35.26

South Atlantic Ocean, 240

The weather was very fine and the sea was calm. The wind was light and the sun was shining. The water was very clear and the bottom was sandy. The fish were very small and the birds were very few. The weather was very fine and the sea was calm. The wind was light and the sun was shining. The water was very clear and the bottom was sandy. The fish were very small and the birds were very few.

It was a very fine day and the sea was very calm. The wind was light and the sun was shining. The water was very clear and the bottom was sandy. The fish were very small and the birds were very few. The weather was very fine and the sea was calm. The wind was light and the sun was shining. The water was very clear and the bottom was sandy. The fish were very small and the birds were very few.

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It was a very fine day and the sea was very calm. The wind was light and the sun was shining. The water was very clear and the bottom was sandy. The fish were very small and the birds were very few.

South Atlantic Ocean

At 10 AM we were in sight of the
 coast of Brazil. The weather was
 very fine, and the sea was calm.
 We were in sight of the coast of
 Brazil at 10 AM. The weather was
 very fine, and the sea was calm.

At 10 AM we were in sight of the
 coast of Brazil. The weather was
 very fine, and the sea was calm.
 We were in sight of the coast of
 Brazil at 10 AM. The weather was
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 very fine, and the sea was calm.

At 10 AM we were in sight of the
 coast of Brazil. The weather was
 very fine, and the sea was calm.
 We were in sight of the coast of
 Brazil at 10 AM. The weather was
 very fine, and the sea was calm.

[illegible]

Spencer, N.H. Jan 21. 1850. Dear Mr. May
I have the pleasure of receiving your letter of the 19th inst.
and am glad to hear that you are well and happy. I am
also well and hope these few lines will find you the same.
I have been thinking much lately of the friends of the
cause of temperance and of the progress of the
cause in this country. I have been thinking of the
many who are laboring for the cause and of the
many who are opposing it. I have been thinking of the
many who are indifferent and of the many who are
indifferent to the cause. I have been thinking of the
many who are laboring for the cause and of the
many who are opposing it. I have been thinking of the
many who are indifferent and of the many who are
indifferent to the cause.

I have been thinking of the many who are laboring for the cause and of the many who are opposing it. I have been thinking of the many who are indifferent and of the many who are indifferent to the cause. I have been thinking of the many who are laboring for the cause and of the many who are opposing it. I have been thinking of the many who are indifferent and of the many who are indifferent to the cause.

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25

Sec 22. The lively low hours were
with a strong gale spring a number
opened. at 1 PM the wind commenced to
moderate. at 4 PM. and about 5 PM
the shore, to land sea and the weather

A. J. Smith Co. New York

Mr. L. South Pacific March 21st 1888
will be a fine day for a walk in the
park. The children are very happy
and the weather is just what we need.

March 22nd - A very fine day for a walk in the
park. The children are very happy
and the weather is just what we need.
The children are very happy and the
weather is just what we need.
The children are very happy and the
weather is just what we need.

March 23rd - A very fine day for a walk in the
park. The children are very happy
and the weather is just what we need.
The children are very happy and the
weather is just what we need.
The children are very happy and the
weather is just what we need.
The children are very happy and the
weather is just what we need.

March 24th - A very fine day for a walk in the
park. The children are very happy
and the weather is just what we need.
The children are very happy and the
weather is just what we need.
The children are very happy and the
weather is just what we need.
The children are very happy and the
weather is just what we need.

Dec 20 Sat. January 1847

This day commenced with a strong breeze from the North, at noon still fresh the rain fell, and at 4 PM the barometer fell to 29.8. The water came on board to 50. The papers at 1 PM were up the barometer was 29.8 and the wind was S.W.

At 10 AM the day commenced with a strong breeze from the North, at noon still fresh the rain fell, and at 4 PM the barometer fell to 29.8. The water came on board to 50. The papers at 1 PM were up the barometer was 29.8 and the wind was S.W.

Thurs Jan 21 the day commenced with a strong breeze from the North, at noon still fresh the rain fell, and at 4 PM the barometer fell to 29.8. The water came on board to 50. The papers at 1 PM were up the barometer was 29.8 and the wind was S.W.

This day commenced with a moderate breeze from the North, at noon still fresh the rain fell, and at 4 PM the barometer fell to 29.8. The water came on board to 50. The papers at 1 PM were up the barometer was 29.8 and the wind was S.W.

At 10 AM the day commenced with a strong breeze from the North, at noon still fresh the rain fell, and at 4 PM the barometer fell to 29.8. The water came on board to 50. The papers at 1 PM were up the barometer was 29.8 and the wind was S.W.

At 10 AM the day commenced with a strong breeze from the North, at noon still fresh the rain fell, and at 4 PM the barometer fell to 29.8. The water came on board to 50. The papers at 1 PM were up the barometer was 29.8 and the wind was S.W.

Publication on March 24 1857

one of the best. I have been told that
the day is not yet the best
it might be if the officers did not go
at 10.00 or about that time we had a
very good day to the collection.

much the same. very yours. Geo. Thompson

South Pacific Ocean April 12th 1889

On 15th the twenty four hour commences with a light breeze completing the fore part of the day in breaking out between decks in order to stow the spermac oil. At 4 p.m. it rained & spermac whales were present.

April 12th 1889

On 15th the twenty four hour commences with a light breeze. At 4 p.m. it rained & spermac whales were present. At 10 p.m. it rained & spermac whales were present.

On 15th the twenty four hour commences with a light breeze. At 4 p.m. it rained & spermac whales were present. At 10 p.m. it rained & spermac whales were present.

On 15th the twenty four hour commences with a light breeze. At 4 p.m. it rained & spermac whales were present. At 10 p.m. it rained & spermac whales were present.

at San Juan Pacific Ocean April 1857
with a light breeze, swept through the bay
in a scattering of the water, the wind made the
all night in a row, the wind all day in a row
the wind made sailing his watch, middle of
the night in a row. Sat 18th I found the

Sat 18th these twenty four hours commenced with
a strong breeze clearing the bay, worked about three
miles, the barbed water continued through the bay
the wind the water, we are now on the off shore ground
which is considered by some to be the best sperm whale
ground in the Pacific, nothing worth notice.
though the remainder of the twenty four hours, wind
and latter part wind light. Sat 18th I found the

Sun 19th this day commenced with a strong breeze
and a summer like day, it being very warm
and now, middle and latter part much the
same. Sat 18th I found the
at 11th the steward was sent forward by the
and took a man from the forward and put
his place. Sat 18th I found the

Monday this day commenced with a light
breeze all sail set clearing the bay, a grade of
the ship's sails in sight around the ship
the fourth part of the day to sunset, the
the rest nothing worthy of notice, though a
remains. this day Sat 18th I found the

Tuesday this day commenced with a light breeze
and all sail set, the wind made sailing
employed the fore part in mending the
the was studied in the third mate was
employed in grinding spigots and
out of the fore part. Sat 18th I found the

Sea South Saipia Ocean April 22 1857

At 12 o'clock these twenty four hours commenced
with a light breeze all sail set. Carrying
the ship's hands employed in getting
the solatias on deck and picking up the
rotten ones out. the others employed in setting
the lead stays with and latter were
much the same at night stood. boats crew
watched. Lat 22 S Long 158 E

At 2 o'clock these twenty four hours commenced
with a light breeze employed through the
day in working in the morning in
fastening the anchors. nothing worth
noting. At 4 o'clock these twenty four hours

Lat 23 S Long 158 E
At 6 o'clock these twenty four hours commenced
with a light breeze employed through the
day in working in the morning at 11 o'clock
the bow boat fell in the water for
loosening her tackle unlatched. found
the latched boat and picked up. Lat
24 S Long 158 E
At 8 o'clock these twenty four hours commenced
with a light breeze all sail set. Carrying
the ship's hands employed in getting
the solatias on deck and picking up the
rotten ones out. the others employed in setting
the lead stays with and latter were
much the same at night stood. boats crew
watched. Lat 25 S Long 158 E

At 10 o'clock these twenty four hours commenced
with a light breeze all sail set. Carrying
the ship's hands employed in getting
the solatias on deck and picking up the
rotten ones out. the others employed in setting
the lead stays with and latter were
much the same at night stood. boats crew
watched. Lat 26 S Long 158 E

At 12 o'clock these twenty four hours commenced
with a light breeze all sail set. Carrying
the ship's hands employed in getting
the solatias on deck and picking up the
rotten ones out. the others employed in setting
the lead stays with and latter were
much the same at night stood. boats crew
watched. Lat 27 S Long 158 E

At 12 noon, South and North sails set.

At 12 noon the ship commenced with a light breeze, all sail set standing by. In the drawing yards and making spinnaker, we then commenced to start seawater again, middle and latter part of the day. The fore part of the day broke out some fair line, we received some board and could see it in a cash, on more of duty on the account of sickness, cost the ship today. Sat 10th 18th 1811.

Tuesday, these 24 hours commenced with a light breeze, all sail set by the fore part standing by. The latter part of the day employed through the day in drawing yards and coiling line, so as to have it in readiness on the north west. At 10th quite a number assembled in the stowage and tried to tip the table, but to no effect, one sail in sight standing on, and wind. Sat 11th 1811. Wednesday 11th

Thursday these 24 hours commenced with a light breeze and continued so through the remainder of this day, employed through the day in making spinnaker, and getting ready to put out the staked boat, so as to be ready. Sat 12th 1811. Thursday 12th

Friday these 24 hours commenced with a strong breeze all sail set standing by. At 10th we put up with a squall, and in the drawing yards, we were engaged to make a new wheel, and so on. At 10th we were again squaled. Sat 13th 1811. Friday 13th

Saturday these 24 hours commenced with a strong breeze all sail set standing by. At 10th we put up with a squall, and in the drawing yards, we were engaged to make a new wheel, and so on. At 10th we were again squaled. Sat 14th 1811. Saturday 14th

at San North Pacific (May 11/57).
 checked in the barbed wire and set main-
 rig and studding sails. hauled aloft latter
 part of the day. employed in making out first
 water, middle and latter part much the same
 sharing in. Sat 9.00 N Long 144.712 N

At 4.15 there all hands commenced with a strong
 breeze about 10.00 middle and latter part in for
 night. hauled in. a man instead of
 in making out. hauled in. middle and latter
 part. in. sat 9.00 N Long 144.712 N

Sat 10th there were four hours commenced with
 a strong breeze all sail set. studding sails hauled
 aloft. sharing in. wind about 10.00 employed
 in making out. hauled in. middle and latter
 part. in. sat 9.00 N Long 144.712 N

Sun 11th there twenty four hours commenced
 with a strong breeze all sail set. studding sails
 hauled aloft. sharing in. wind about 10.00 employed
 in making out. hauled in. middle and latter
 part. in. sat 9.00 N Long 144.712 N

Mon 12th there 24 hours commenced with a
 strong breeze all sail set. sharing in. wind about
 10.00 employed in making out. hauled in. middle
 and latter part. in. sat 9.00 N Long 144.712 N

Tues 13th there 24 hours commenced with a
 strong breeze all sail set. sharing in. wind about
 10.00 employed in making out. hauled in. middle
 and latter part. in. sat 9.00 N Long 144.712 N

the Sea and Pacific. Heavens 1757.
 with a strong breeze all sail set. weather
 thick cloudy weather with squalls of wind and rain
 wind from N.E. the fourth mate afflicted
 with the nervous disease, nothing worth
 mentioning though they are numerous.

13th these twenty four hours commenced with a
 light breeze all sail set steering to the
 northward and westward mid and latter much
 the same. Lat 11° 15' N Long 175° 11'

14th these 24 hours commenced with a moderate
 breeze all sail set steering N.W. by N. at 3 PM kept
 the fore part employed in building the main
 lower mid and latter part much the same.
 Lat 9° 15' N Long 175° 30'

15th these 24 hours commenced with a moderate breeze
 all sail set steering N.W. by N. the after part was
 kept mid and latter part much the same at
 2 PM got a looser Lat 8° 20' N Long 175° 50'

16th these 24 hours commenced with a moderate
 breeze all sail set steering the fore part N.W. by N.
 the after part N.W. by N. nothing worth of notice mid and
 latter part strong breeze. Lat 7° 30' N Long 176° 10'

17th these 24 hours commenced with a strong
 breeze all sail set at daylight. mid and latter part
 the Sandwich Islands about 6 PM anchored about
 10 miles from the landing place in Hahione
 strong breeze. Lat 10° 15' N Long 176° 10'

18th this day commenced with a light breeze
 employed the latter part of the day in taking on
 shore and some cloth to come ashore for bait and
 brought of one house and some provisions in the morning.

Sandwich Islands and North Pacific Ocean
 number of miles. latter part strong breeze
 we stood in about 11 fathoms of water - so ended
 this day with a heavy fog. we anchored with
 the barbed anchor and gave her the head cable

June 19th these 24 hours commenced with a summer
 like day. at 4 PM. finished taking in
 jibsails (about 66 barrels) at dark hoisted up and
 got underway. set head topsails a main topsail
 when about 4 miles from Tahitiia took strong
 tacks. took up topgallant sail and then down
 the topsails. being here over the fore part of the
 night with her topsails were down and the
 cap. got the anchors barked about 8 PM. so ended

these 24 hours commenced with a fine
 breeze at daylight hoisted all sail at 8 AM took
 away the waist boat and went ashore at Honolulu
 to get letters. I received two, starting Her-
 rick and the rest much the same
 all sail set studding sails fore and aft
 ship one man forward. and also there is
 day previous to Tahitiia one of them per
 a Steward.

June 20th these 24 hours commenced with a light
 all sail set starting West. the fore part. land
 in sight all day. the carpenter employed in
 down sheathing the bottom employed in grinding
 iron. middle and latter part much the same

June 21st St. Louis 1844

June 21st these 24 hours commenced with a fine
 all sail set underway. the fore part. land
 Sandwich Islands in sight one of each
 quarter. employed through they are near
 the fore part and main sail. in the

South Ship Ocean May 22. 1437.

afternoon all hands at work on the sails, middle and latter part of the twenty four hours much the same. Lat 22.20 N Long 161.22

Lat 23rd these 24 hours commenced with a calm employed in the morning in finishing the fore and mainsail. Sent down the main top sail and some choppy weather and bore it again at 11 AM. we moved to back on the old and after in the morning back again at 11 AM. Lat 24th all sail set, standing sails set, fore and aft, middle and latter part much the same. Lat 25th N Long 162.22

Lat 26th these 24 hours commenced with a moderate breeze all sail set, wind from the southward and westward. at 11 AM. hauled on the wind. Lashed tack aboard. middle part standing, fore and aft, middle and latter part standing. Lat 27th N Long 163.22

Lat 28th these 24 hours commenced with a light wind, we stayed through the day in making the sails for repair, with some rain, with a cold swell on the Caribbean. employed in making the sails for repair. Lat 29th N Long 164.22

Lat 30th these 24 hours commenced with a strong breeze through the day in making the sails for repair, with a cold swell on the Caribbean. employed in making the sails for repair. Lat 31st N Long 165.22

Lat 32nd these 24 hours commenced with a strong breeze through the day in making the sails for repair, with a cold swell on the Caribbean. employed in making the sails for repair. Lat 33rd N Long 166.22

La Spalte Pacific Ocean. May 9
and westward. at daylight raised a sail on
the larboard beam; all sail set on the larboard
beam, and the ship made the land in the
morning. Sailed at 10 AM for the Ship
James M. W. James M. W. of N. B. 17 was out
at 10 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM.
breeze with log sails and double reefed topsails.

Sat 28th / June 1854

Sun 29th these 24 hours commenced with a light wind
doubt reefed topsails and 5 AM. whole main topsail
employed the fore part in baking out fresh water.
and stowing of between decks. main log sail set
sailing on the wind. Sailed at 10 AM. Sailed at 10 AM.
the fore and westward. middle and latter part made
the same light breeze with a head sea on. at 10 AM.

Sat 29th / July 1854

Sun 30th these 24 hours commenced with a light wind.
continued so through the day. employed through the day in
mending the cold main topsail. all sail set sailing
on the wind. middle and latter part given to the

Sat 30th / July 1854

Sun 31st these 24 hours commenced with a light
breeze. all sail set working to the fore and westward.
the fore part of the day employed in baking out
flour. and cutting the main topsail. Sailed at 10 AM.
between and stowing. The wind was very baffling. first
the fore part the wind was very baffling. first
the fore part the wind was very baffling. first

Sat 31st / July 1854

Sun 31st these 24 hours commenced with
moderate breeze full sail set sailing on the
wind. middle and latter part given to the
the same as the fore part. Sailed at 10 AM.
breeze with a light breeze.

Sat

July

Spalte

West

North Pacific Ocean Dec 1st 45
More than 1st there have been wind with
a light breeze all sail set at 11 AM. looked in the
and were in budding sails low and aloft. employed
the fore part of the day in mending the cable main
aboard. steering N W. wind goes back
and much the same. Sail 4th 11 AM. 1st 11 AM.

Sun 2nd these 24 hours commenced with a
moderate breeze, employed through the day in
making out fresh water and filling casks full of
it water. much a cold latter part strong breeze
and light in the evening. so much in the
Sail 3rd 11 AM. 1st 11 AM.

Wed 3rd these 24 hours commenced with a strong
wind under double reefed topsail wind rising to 1st
sight reefed topsails at 6 PM. at 1st
sail none in air. topsails and sail. early through
the night with a heavy sea and steering on the
wind. Sail 4th 11 AM.

Thursday 4th these 24 hours commenced with a
moderate breeze all sail set. steering to the westward
at 11 AM. shifted over the budding sails on the fore part
sack. employed through the day in making out
the mixed hatch. much part in making the
at strong breeze. at 11 PM. set in budding sails
and double reefed topsails. steering N W. 11 AM.
Sail 5th 11 AM.

5th these 24 hours commenced with a strong
wind under double reefed topsail wind from
the fore part. too of duty on the wind of
times. much and part much the same.
latter part more moderate. Sail 6th 11 AM.

Sat 6th these 24 hours commenced with
a moderate breeze. commenced to

468

Lat 37.7

Dec-27, 19

Aug 24th

Leaf 96. 46

Lat 41.5, 42

12

[illegible]

48 at Sea North Pacific Ocean Jan 14, 1851
Ship to the westward hours commenced with a
strong breeze from the north and westward under
double reefed topsails, with dirty rain inside and out,
and much the same. daylight about 3 AM. dark about
9 AM. no observation through the fog. no man of war in sight
Jan 15 1851 1851

Jan 16 1851
Ship to the westward hours commenced with a
strong breeze from the north and westward under
double reefed topsails, with dirty rain inside and out,
and much the same. daylight about 3 AM. dark about
9 AM. no observation through the fog. no man of war in sight
Jan 16 1851 1851

Jan 20th these 24 hours commenced with a light breeze
from the north and westward, steering to the westward
sail set, nothing going in or board for this is our Sunday
in our anchoring. at 5 PM the fog cleared up and a
breeze blew from the north and westward, sailing
and flying to the westward these twenty four hours.

Jan 21st 1851
Ship to the westward hours commenced with a
strong breeze from the north and westward, steering to the
westward, employed in breaking out fresh water from the
cisterns and a man of war ship sailing to the westward
at about 2 PM the fog cleared up and a breeze blew from
the north and westward, sailing and flying to the westward
these twenty four hours.

Jan 22nd these twenty four hours commenced with a
light breeze from the north and westward, steering to the
westward, employed in breaking out fresh water from the
cisterns and a man of war ship sailing to the westward
at about 2 PM the fog cleared up and a breeze blew from
the north and westward, sailing and flying to the westward
these twenty four hours.

Jan 23rd these 24 hours commenced with a strong breeze
from the north and westward, steering to the westward
sail set, nothing going in or board for this is our Sunday
in our anchoring. at 5 PM the fog cleared up and a
breeze blew from the north and westward, sailing
and flying to the westward these twenty four hours.

49
 In April 3. p. 1848
 On 24th Nov. we commenced with a
 breeze all sail set. - middle and latter part
 of passage raised a number of whales
 which proved to be well for baptism. nothing
 worthy of notice through the twenty four hours

That the ship has now some more with
 moderate breeze at 2 M. took in the light
 sails and hauled back the main yard. for the
 land, as the ship's position is now exactly
 the same as before. The main sail would
 be standing if shore the latter part of the day.
 able reefed to sails, and thick fog, with
 sea observation the the day so over

Apr 26 the twenty four hours commenced
 the heavy breeze north west with rain
 and snow till sat the mainsail and G. G.
 under the fore shore, thick fog at 10 AM the fog
 cleared and the ship was put under
 way at 11 AM. made land at 1 PM
 the 24th hauled ship and stood
 to sea this day. 44 89 45-2 28

at 9 AM this day commenced with a light breeze
at 10 AM the ship was under way and the
the log let up and we raised the anchor with
a very strong current setting in shore. At 11 AM
wind at 10 AM. The west boat and pulled her anchor
at 9 AM. The wind was blowing away from
the west of shore so we this day with
the ship was under way. At 11 AM
at 10 AM the ship was under way and the
the log let up and we raised the anchor with
a very strong current setting in shore. At 11 AM
wind at 10 AM. The west boat and pulled her anchor
at 9 AM. The wind was blowing away from
the west of shore so we this day with
the ship was under way. At 11 AM

Sa. Colubsk Sea June 21. 11.

Staircase and other work done.

wind. 20-25 the day (the time: Monday.)

Monday 29th these 24 hours commenced with a strong
wind. at 11 AM. set the light sails at 12 AM. Hoisted up
the mainmast sail at 11 AM. and
submerged mainmast topsail. a heavy sea getting up
during the observation through the day. a steady
north of the day. at 9 AM. left for the wind. heading
about S. E. (see account of the sea) latter part strong
wind.

Tuesday 30th this day commenced with a strong breeze
a heavy sea on. at 2 AM. set the main sail and
main topsail. left light sails. The ship's
hull on out and mainmast sail set. Steady
light wind and thick fog. middle part light
wind. heavy all day. set at 11 AM.

Wednesday July 1st these 24 hours commenced with
a heavy sea. at 1 AM. hoisted the mainmast sail at
1 AM. left topsails and hoisted the mainmast
sail at 7 AM. set the mainmast at 11 AM.
left topsails and mainmast sail
observation through the day. latter part strong
wind.

Thursday July 2nd these 24 hours commenced with
a heavy sea. at 1 AM. hoisted the mainmast sail at
1 AM. left topsails and hoisted the mainmast
sail at 7 AM. set the mainmast at 11 AM.
left topsails and mainmast sail
observation through the day. latter part strong
wind.

Chubb's Lake Surveying Instrument Co.
No. 100 N. 1st St. New York City
N.Y.

with some observations on the \$6.00 1860

51

In 2nd these all have common root with a slight change
 in position, as you see, on the 1st line. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839.


Salute these our friends who are in need
of light & love all our sympathies
and at 1 P.M. raised a sail along the p
our passengers... will be
are much the same. \$60.00 18000

(Sh. Monday)

In the afternoon we commenced with a
 breeze. At sail set standing on the wind
 during the night, we were with
 the breeze. Seal was seen. E. S. S. S.

Hence the numerous small
 islands, some of which are
 and leading to the river and
 the small islands, a well
 to the left of the river, which are
 much the same.

each the same



across the river, and with a light
fog all over the river, the river
appears as if it were a river of
the same color. The river is
in a valley, and the river is
in a valley.

52 C. Hol. R. Sea Level 2500 ft. above sea level and 1000 ft. above the surface

Leaf - 189.021 Long 156 100 East

Dear Mr. H. 1852 6/10

October 15 Sea Fort York 1858. 1858
 To be kept in mind for the day with the
 remainder of the night - weather warm & clear
 at 10 o'clock. East
(Ship at anchor)

Arrived with the ship at anchor at 10 o'clock. The
 wind still to fog. under double reef. A fair breeze
 from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The

Monday 16th. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The

Tuesday 17th. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The

Wednesday 18th. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The

Thursday 19th. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The
 wind from the north. The ship at anchor. The

Wm. H. E. Gulf. Lat 16.15 N

Hotchkiss Sea Duck with 5 birds
 The first was a male with a light
 bill and a dark eye. The second was
 a female with a light bill and a dark eye.
 The third was a male with a light bill and a dark eye.
 The fourth was a female with a light bill and a dark eye.
 The fifth was a male with a light bill and a dark eye.

The sixth was a male with a light bill and a dark eye.
 The seventh was a female with a light bill and a dark eye.
 The eighth was a male with a light bill and a dark eye.
 The ninth was a female with a light bill and a dark eye.
 The tenth was a male with a light bill and a dark eye.

The eleventh was a male with a light bill and a dark eye.
 The twelfth was a female with a light bill and a dark eye.
 The thirteenth was a male with a light bill and a dark eye.
 The fourteenth was a female with a light bill and a dark eye.
 The fifteenth was a male with a light bill and a dark eye.

The sixteenth was a male with a light bill and a dark eye.
 The seventeenth was a female with a light bill and a dark eye.
 The eighteenth was a male with a light bill and a dark eye.
 The nineteenth was a female with a light bill and a dark eye.
 The twentieth was a male with a light bill and a dark eye.

The twenty-first was a male with a light bill and a dark eye.
 The twenty-second was a female with a light bill and a dark eye.
 The twenty-third was a male with a light bill and a dark eye.
 The twenty-fourth was a female with a light bill and a dark eye.
 The twenty-fifth was a male with a light bill and a dark eye.

Small Boats

The first was a male with a light bill and a dark eye.
 The second was a female with a light bill and a dark eye.
 The third was a male with a light bill and a dark eye.
 The fourth was a female with a light bill and a dark eye.
 The fifth was a male with a light bill and a dark eye.

Survey of P. A. July 29, 1957

and from points in the same area
nothing for this area. It might have
been found that the (S) birds
occupied the same place.

At 11:00 AM we went to a point in the bay
where we found a large number of birds
and a few small ones. The birds were
mostly white with some black and
yellow. They were all very tame.

In the afternoon we went to a point
where there were many birds. We found
four or five of them. They were all white
and some had black. They were all very
tame and we were able to get close to them.

In the evening we went to a point
where we found a large number of birds.
We found a large number of birds and
some of them were white and some were
black. They were all very tame and we
were able to get close to them.

In the morning we went to a point
where we found a large number of birds.
We found a large number of birds and
some of them were white and some were
black. They were all very tame and we
were able to get close to them.

We went to a point in the bay where
we found a large number of birds. We
found a large number of birds and some
of them were white and some were black.
They were all very tame and we were
able to get close to them.

Be. Aug 4th. Chelick Sea Aug 6

Monday. A fine day. A strong breeze from the north. The water was very calm. The sun was very bright. The air was very fresh. The sea was very blue. The sky was very clear. The clouds were very white. The birds were very noisy. The fish were very many. The people were very happy. The day was very good.

Tuesday. A fine day. A strong breeze from the north. The water was very calm. The sun was very bright. The air was very fresh. The sea was very blue. The sky was very clear. The clouds were very white. The birds were very noisy. The fish were very many. The people were very happy. The day was very good.

Wednesday. A fine day. A strong breeze from the north. The water was very calm. The sun was very bright. The air was very fresh. The sea was very blue. The sky was very clear. The clouds were very white. The birds were very noisy. The fish were very many. The people were very happy. The day was very good.

Thursday. A fine day. A strong breeze from the north. The water was very calm. The sun was very bright. The air was very fresh. The sea was very blue. The sky was very clear. The clouds were very white. The birds were very noisy. The fish were very many. The people were very happy. The day was very good.

Friday. A fine day. A strong breeze from the north. The water was very calm. The sun was very bright. The air was very fresh. The sea was very blue. The sky was very clear. The clouds were very white. The birds were very noisy. The fish were very many. The people were very happy. The day was very good.

Saturday. A fine day. A strong breeze from the north. The water was very calm. The sun was very bright. The air was very fresh. The sea was very blue. The sky was very clear. The clouds were very white. The birds were very noisy. The fish were very many. The people were very happy. The day was very good.

Colombo Sea May 1st 1856.

The ship was with a moderate breeze from the north-east, and the weather was clear and bright. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth.

At 12 o'clock the ship was under way, and the wind was fresh and the sea was smooth. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth.

The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth.

The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth.

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The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth. The ship was under way at 10 o'clock, and the wind was fresh and the sea was smooth.

19th Oct. Sea Ship 1851.

19th Oct. Sea Ship 1851. The weather was very fine and the sea was calm. The ship was out at 10 o'clock and sailed for the north. The wind was light and the sea was smooth. The ship was out at 10 o'clock and sailed for the north. The wind was light and the sea was smooth.

20th Oct. This day commenced with a light breeze all sail set, steering in the wind. At 10 o'clock a sail ahead at 10 o'clock. The Ship Hudson Fairhaven & whaler this season. Later from my log took in main top sails and fore top sail.

21st Oct. The day commenced with a light breeze under a holed top sails and courses. At 10 o'clock commenced to steer for Mercury Bay. The wind was light and the sea was smooth.

22nd Oct. The day commenced with a light breeze under a holed top sails and courses. At 10 o'clock commenced to steer for Mercury Bay. The wind was light and the sea was smooth.

23rd Oct. The day commenced with a light breeze under a holed top sails and courses. At 10 o'clock commenced to steer for Mercury Bay. The wind was light and the sea was smooth.

24th Oct. The day commenced with a light breeze under a holed top sails and courses. At 10 o'clock commenced to steer for Mercury Bay. The wind was light and the sea was smooth.

Salvois Bay, August, I saw a Bay of the

name. It was a bay the wind was in
the north. The water was dark. The bay
was much deeper than the other. The
ground was steep. The water was dark.

I saw the first of the bay with a
bay of the name. The water was dark.
The ground was steep. The water was dark.

The water was dark. The ground was steep.
The water was dark. The ground was steep.
The water was dark. The ground was steep.
The water was dark. The ground was steep.

I saw the first of the bay with a
bay of the name. The water was dark.
The ground was steep. The water was dark.

The water was dark. The ground was steep.
The water was dark. The ground was steep.
The water was dark. The ground was steep.

The water was dark. The ground was steep.
The water was dark. The ground was steep.
The water was dark. The ground was steep.

11. Dec 1841

At 10 o'clock we commenced with a light breeze
at 11 o'clock we saw a small boat with a
great quantity of whale bones and a
few men. The boat went on and
then it disappeared.

At 12 o'clock we commenced with
a light breeze. At 1 o'clock the ship was
under way. The wind was from the
west. At 2 o'clock we saw a
small boat with a great quantity of
whale bones and a few men. The
boat went on and then it disappeared.

At 3 o'clock we commenced with a light breeze.
At 4 o'clock we saw a small boat with a
great quantity of whale bones and a
few men. The boat went on and
then it disappeared. At 5 o'clock we
saw a small boat with a great quantity
of whale bones and a few men. The
boat went on and then it disappeared.
At 6 o'clock we saw a small boat with
a great quantity of whale bones and a
few men. The boat went on and then
it disappeared. At 7 o'clock we saw
a small boat with a great quantity of
whale bones and a few men. The boat
went on and then it disappeared.

At 8 o'clock we saw a small boat with
a great quantity of whale bones and a
few men. The boat went on and then
it disappeared. At 9 o'clock we saw
a small boat with a great quantity of
whale bones and a few men. The boat
went on and then it disappeared. At
10 o'clock we saw a small boat with
a great quantity of whale bones and a
few men. The boat went on and then
it disappeared. At 11 o'clock we saw
a small boat with a great quantity of
whale bones and a few men. The boat
went on and then it disappeared.

At 12 o'clock we saw a small boat with
a great quantity of whale bones and a
few men. The boat went on and then
it disappeared. At 1 o'clock we saw
a small boat with a great quantity of
whale bones and a few men. The boat
went on and then it disappeared. At
2 o'clock we saw a small boat with
a great quantity of whale bones and a
few men. The boat went on and then
it disappeared. At 3 o'clock we saw
a small boat with a great quantity of
whale bones and a few men. The boat
went on and then it disappeared. At
4 o'clock we saw a small boat with
a great quantity of whale bones and a
few men. The boat went on and then
it disappeared. At 5 o'clock we saw
a small boat with a great quantity of
whale bones and a few men. The boat
went on and then it disappeared.

1st Ship of Columbus Sa Sp 1st 1st
and outward. The sails are light and
and latter part much the same.

Success in these actions was secured with a
light breeze all sail set starting on the morning.
The wind from the north and forward, at 11 AM. the
Ship Barnstable Capt. Fisher & whales this
evening, finished stowing down to the

This day commenced with a moderate breeze. The ship
started to day with a strong down, standing
under through the day and three watches in night.
The latter part much the same as the

The day commenced with a light breeze all sail
set. The ship started to day with a strong down, standing
under through the day and three watches in night.
The latter part much the same as the

The day commenced with a moderate breeze. The ship
started to day with a strong down, standing
under through the day and three watches in night.
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The day commenced with a moderate breeze all
sail set. The ship started to day with a strong down, standing
under through the day and three watches in night.
The latter part much the same as the

The day commenced with a moderate breeze. The ship
started to day with a strong down, standing
under through the day and three watches in night.
The latter part much the same as the

Collected by J. H. S. 1898

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The day before yesterday (Friday) 11th. 1841
 sailed from the wharf at 10 AM. for the
 purpose of visiting the wharf at the
 latter part much the same
 as at St. Louis

Since then several four hours commenced with
 light breeze, at 1 PM. the weather held a change
 from the larked weather, and it was at the
 three o'clock look in the air and sky
 at night, and the weather clearing about
 10 PM. with wind falling.

Sat 12th St. Louis 16 AM. E
 with this day commenced with a strong
 breeze, set under way, and the wind of the
 in the morning, wind from the north and
 at night, about 10 PM. wind and tide for
 was to the same. Sat 13th St. Louis 16 AM.

The 14th these twenty four hours commenced with
 moderate breeze, all sail set steering E. by N.
 at 1 PM. the breeze out of the face of the
 increased to breeze it, but it drove in
 and the breeze account of its blowing, the wind
 and the breeze blowing out, and the breeze
 and cotton cloth, middle part, fresh latter part
 strong, about 12 PM. carried away the topmast
 - ding sail boom. Sat 15th St. Louis 16 AM.

The 16th these four hours commenced with a strong
 breeze, at 10 AM. the wind and tide for
 in the air, foggy and rain, at 5 PM. look in
 the weather, and double reefed top
 and the wind
 at night, the wind
 at night, the wind
 at night, the wind

The first of the month. These twenty four hours commenced
 with a strong breeze running under a close reefed
 main topsail and fore sail. at 2 AM. hoisted the
 fore topsail doubled reefed it and set it and
 reepled one reef out the main topsail. and
 for part of the day in paying the jib
 top and setting it up. 10 PM. the
 wind which it was rose through frost etc. meridian
 is running about 10 AM. at 12 AM. went up the starboard
 main studding sail boom and set the topsail
 and fore sail. and at 1 PM. the wind was again
 light and we went to the fore and set the
 studding sail. middle mast. and at 4 PM.
 the sun was this day but St. Louis
 steam Co. S

These things have been covered with a
 layer of snow. At night the wind howled
 and the snow was changed in day. The
 wind is now West. Longitude. middle and side
 of the river. The latter part the wind
 is now West. The wind is now West.

North Pacific Ocean Oct 19. 1881.

Mon 18th this day commenced with a strong breeze from the N. by E. and the forenoon of the day in looking out, covered clouds of fleecy clouds. Sailed at 11 A.M. Long 174.00

Lat 41.24

Tue 19th this day commenced with a moderate breeze from the N. by E. wind from the N. and a light sea. Sailed at 11 A.M. Long 176.11

Wed 20th this day commenced with a moderate breeze from the N. by E. wind from the N. and a light sea. Sailed at 11 A.M. Long 178.11

Thurs 21st this day commenced with a moderate breeze from the N. by E. wind from the N. and a light sea. Sailed at 11 A.M. Long 180.11

Lat 39.24 North
Long 166.02 West

Fri 22nd this day commenced with a moderate breeze from the N. by E. wind from the N. and a light sea. Sailed at 11 A.M. Long 168.02

North Pacific Ocean 1872-1874. 69

[illegible]

Dec 11. This AM commenced with a light breeze
at 4 AM took in 3udding sails. Three sails in
the forenoon being from the same land. seeing
red bottom from 10 miles the same. Lat 34.24
Long 158.40

[illegible]

On the 20th these twenty four hours commenced
with a light breeze. ~~in the afternoon the ship was~~
~~bound to the eastward. Sailing about 6 P.M.~~
~~through the straits and employed through the~~
~~day in bunching house. - small wind~~
~~the hour 1000 to the 1000. In 242 P~~
Long 157 48 West

At 1st then twenty four hours commenced
the first day. At 11.30 the ship
was started back heading about E. by
the compass. It played through the day in
making the inside of the ship. After some
days of being so near. Lat 29.58 N
Long 111.58 W

Thursd this day commenced with a foggy
day, all sail set - blowing in the wind,
sailed through the day, in washing the

North Pacific. Oct 22. 1854. 154n 105
 outside of the ship. at 10 AM to her ship. even the
 on the deck but dark. with much light from
 light winds. Lat 30n 05 W
 Long 155n 24 West

Oct 23. this day commenced with a light air
 from the southward. at 2 PM the Capt. caught a
 Alpraca. it being the first one that we saw
 and the night middle and latter part of the twenty
 four hours much calmer. Lat 30n North
 Long 155n 24 West

Oct 24th this twenty four hours commenced
 with light breezes. employed the fore part of the
 day in making out for sugar, and fresh water
 storing on the wind. middle and latter part
 wind very light, so ends this day. Lat 29n 29 North
 Long 155n 50 West

Oct 25th this day commenced with light
 breezes from the southward and eastward. storing
 on the wind. heading the fore part of this day
 S. to latter part S. W. middle and latter part
 of the 24 hours much the same. Lat 28n 58 North
 Long 156n 39 West

Mon. this day commenced with a moderate breeze
 all sail set storing on the wind. wind from the
 southward and eastward. employed the fore part
 the day in working on rigging. middle and
 latter part much the same. Lat 28n 4 North
 Long 156n 53 West

Tues 27th this twenty four hours commenced with a
 moderate breeze. all sail set. wind from the south
 and eastward. standing on the eastern tack in
 twenty four hours. middle part light latter part
 main royal breeze on the wind. Lat 28n North
 employed through the day in cutting down the rigging
 in cutting down the rigging. Lat 28n North
 Long 155n 21 West

North Pacific Ocean Oct 24th 1851. 71
 On the 23rd these twenty four hours commenced with a moderate
 breeze all sail set. at 5 AM commenced to be squally and light
 latter part of the day working in the rigging, latter
 part of the day. Lat 22nd 25 North
 Long 155th 55 West
 On the 24th these twenty four hours commenced with a
 moderate breeze all sail set. lashed the tops aboard. at 4 AM
 commenced to be squally and light. latter part of the day
 working in the rigging. lashing down at 6 AM
 lashed in the yards and set the studding sails. wind
 at 6 AM. latter part strong breeze. Lat 22nd 04 North
 Long 155th 55 West
 On the 25th these twenty four hours commenced with a strong breeze
 employed the day in working in the rigging
 going at 8 AM. lashed in mainmast and studding
 sails. wind light. with frequent squalls. latter part strong breeze. Lat 22nd 40 North
 Long 155th 49 West
 On the 26th these twenty four hours commenced with a strong breeze
 at 6 AM set top sails. studding
 sails. wind light. with frequent squalls. latter part strong breeze. Lat 22nd 06 North
 Long 156th 25 West
 On the 27th these twenty four hours commenced with a strong breeze
 at 6 AM set top sails. studding
 sails. wind light. with frequent squalls. latter part strong breeze. Lat 22nd 06 North
 Long 156th 25 West

North Star (Cruiser) Nov 2, 1853

Now the wind from north west was strong
 being high water we were under topsails. With
 the aid of the wind and Third Officer, we were able
 to make out the land about 50 bushels of potatoes
 (should judge) in middle and latter part of trail
 of land and went to the eastward.

Since we had to pass overboard with a strong
 breeze we were unable to reef topsails. As a result
 the fore part of the ship was broken and
 a hole was in the main and main beam
 and the water in the Starboard keel in
 the bow of the ship. The water was
 from the last time ship today. The latter part
 of the afternoon four hours the tides
 were to be further to the north. and we
 so close of now we also got one shooting gun
 which was in position of three or four
 miles.

It was to be seen from some distance with
 pale blue smoke about 10 miles double
 the distance from part of these twenty four
 miles. The ship was the ship. being of course
 under topsails. We were to do. I have felt
 quite nervous for the last two days. in fact
 (the night) being out of order at 5 PM the
 day in fact was ship and stood at starboard
 S.E. and was out of sight of the land
 in fact. with the ship of the ship from
 up half on the wind.

It was to be seen from some distance with
 with a dark blue smoke. and a heavy smoke
 of the ship. The ship was out of sight of the land
 in fact. with the ship of the ship from
 up half on the wind.

started rowing and were in the
 house. The wind was strong
 and we were forced to the south. The
 wind was forward and a-steward; but the
 tide being low we were unable to
 go in. full moon. Lat 19° 35' S
 Long 158° 13' W. West
 On the 14th day we were with a strong
 wind. maintained sail and steering full
 and squally through the night. The
 boat in the morning and some

Lat 17° 32' S

Long 158° 13' W

On the 15th there was a strong breeze
 with a moderate breeze. all sail set and
 the employed through the day in covering
 the house with canvas and inside

Lat 15° 43' S

Long 157° 56' W

On the 16th twenty-four hours came
 with light breezes. all sail set. steering
 southward and eastward. the ship was
 employed through the day in reading
 and apt. sailing worthy of a good
 day. inside good. latter part of the

Lat 14° 43' S

Long 157° 48' W

On Sunday the 17th there twenty-four hours
 with a light breeze. all sail set and
 the employed through the day in reading
 and apt. sailing worthy of a good
 day. inside good. latter part of the

Lat 13° 20' S

Long 157° 08' W

On the 18th there was a strong breeze

74 - 9 - North Harbor Case Haven
with a fresh breeze at 9 AM took in 6 cases
and placed them at 9 AM double reefed
employed the fore part of the day in
putting up water, midday and latter part
much the same. Drove Sat Nov 8th
Drove Nov 8th
Drove Sun Nov 9th from home
with a strong breeze at 1/2 past 6 AM started
for the night and set back to port
and back. Latter part heavy rain
the wind backing to the southward
underway. In view this day for 4000 ft

The north three two star four hours commencing
 with a strong breeze and under topsails and
 courses - at daylight set fore and main sails and
 three jibs were run through the
 fore observation through the day. At
 end of the afternoon sailing to the south
 and eastward. at 5 PM. Tacked ship and
 sailed. latter part wind very light
 and was less than four hours.

For Bk these twenty four hours commencing
with a light breeze and a north wind. At 10 AM
we saw a large royal gull (a sort of
gull) as to shape, most like a sparrow
(winged) the blacker with its wings, it was
large to size, middle part much like the
white part. a black sail, black and white
sailing on the wind the latter part being
about S. S. W. Lat 41 36

I will then direct your hair dresser to wash
the crown of the scalp with salt water.

North Tropic. Course December 14. 1835

middle and latter part much the same. Lat 6 1/4 5. Long 153 04

Dec 15th these 24 hours commenced with a light breeze and squally weather. At 11 AM. made the land. coast heads on the horizon. moderate. latter part fresh. at 11 PM. made the courses. on account of a strong wind within a few hundred miles. Lat 5 1/2 50. Long 153 30

Dec 16th these twenty four hours commenced with a light breeze. At 11 AM. made the land. coast heads on the horizon. moderate. latter part fresh. at 11 PM. made the courses. on account of a strong wind within a few hundred miles. Lat 4 1/2 30. Long 154 30

Dec 17th these twenty four hours commenced with a light breeze. At 11 AM. made the land. coast heads on the horizon. moderate. latter part fresh. at 11 PM. made the courses. on account of a strong wind within a few hundred miles. Lat 2 1/2 30. Long 155 51

Dec 18th these twenty four hours commenced with a light breeze. At 11 AM. made the land. coast heads on the horizon. moderate. latter part fresh. at 11 PM. made the courses. on account of a strong wind within a few hundred miles. Lat 0 1/2 60. Long 155 58

Dec 19th these twenty four hours commenced with a light breeze. At 11 AM. made the land. coast heads on the horizon. moderate. latter part fresh. at 11 PM. made the courses. on account of a strong wind within a few hundred miles.

South Pacific. Nov 19th 1841

Leaving the port of San Francisco at 10 AM. The weather was very fine and the wind was from the north by east. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance.

Lat 11 36 Long 155 22

On 20th these twenty four hours commenced with a fresh breeze all sail set steering on the wind. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance.

Lat 30 41 Long 156 18

On 21st these twenty four hours commenced with a fresh breeze all sail set steering on the wind. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance.

Lat 50 03 Long 156 27

On 22nd these twenty four hours commenced with a fresh breeze all sail set steering on the wind. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance.

Lat 60 22 Long 156 47

On 23rd these twenty four hours commenced with a fresh breeze all sail set steering on the wind. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance. The ship was under full sail and made good progress. The water was very calm and the sky was clear. The land was visible in the distance.

South Pacific Nov 3rd 1877 77
the cabin and the fore cabin in the
evening at 5 PM. the sea (roughness) broke over
the bow in the storage, steering over the wind
missing to the southward and eastward: - - - - -
the sea much the same. Lat 71 50 Long
15 57 12

Nov 4th the wind from the northward
with a moderate breeze, at 6 AM. rain fell in the
morning with showers of rain, at 4 PM. the wind
blew out to a 80 fathom in the back of the sea. the
water broke out below, the cooper saw the
ground the day in passing water. the wind
and latter part squally with showers of rain.
Lat 91 12 Long 15 45 3 West

Nov 25 these 24 hours commenced with a
breeze, with a squally weather. a squally
wind from the northward, increasing in force
during the morning and evening. the sea
was the water breaking out below, steering
to the southward and eastward, the
observation through the day, the
and latter part - - - - - the same.

Nov 26. These twenty four hours commenced
with squally weather, clearing down the
galaxy sails to the sea. the sea was
rough the day in. the water breaking out
below, and the sea was the same
during the day with salt water, rain
and latter part - - - - - the same.
Lat 11 16 Long 15 34 50

Nov 27th these 24 hours commenced
with light breeze, steering about 10
miles to the fore part of the sea in
the morning and the fore part.

78 South Pacific. Nov 21. 1835
wind and tide part were the
same. Lat 11 35 Long 153 38
Sat 21st the wind part part
commenced with a moderate breeze
blowing E.S.E. middle part squally and
rain. no observation through the
at 7 PM. set-top was studding sail and
mid. rising E.S.E. - latter part no wind.
No obs

Sun 22nd these 24 hours commenced with
a light breeze. all sail set driving to the
southward and eastward. at 1 PM. came
in the studding sail and hauled up the
jib. at 2 PM. the wind came on a fresh
to the leeward of south. middle and
fine very light air. Lat 12 11 26
Long 152 11 18

Mon 23rd the wind from four hours
with a light breeze. all sail set driving
to the southward and eastward. at 11 AM. raised
a sail of the lower at (about) two PM. spoke
to be a topsail schooner from the
Hobbs 25 tons out bound to "Hobbs"
(the name of the schooner) with
that much the same. Lat 13 11 34
Long 152 11 31

Tues Dec 1st these 24 hours commenced with a
light air stirring in the wind. heading
southeast and eastward. middle and
part much the same. Lat 14 11 38
Long 152 11 11

Wednesday these 24 hours commenced
with a light air and wind and continued
through the day in the same

79

Long 15-1, 59

150 45-

15-1 1115

Dec 2nd 1847

Moscow. The ice commenced with us
 here. now you know. my boat brought
 me in getting a small amount of ice
 from the ice bank. with good butter
 and sauer. nothing so sweet as I have
 found here. it is such the water is
 so pure and so much better than
 the water in the boat. although a little
 ice on each. at present all the ice is
 hard and thick. with the exception of
 a few

to the the ice commenced my water
 from the sea. the Star had water
 liberty. the men on board the ship
 passed through the ice in various
 directions. the water the water the water
 the ice is breaking up. it is

the ice is breaking up. it is
 the water the water the water
 the ice is breaking up. it is
 the water the water the water
 the ice is breaking up. it is

the ice is breaking up. it is
 the water the water the water
 the ice is breaking up. it is
 the water the water the water
 the ice is breaking up. it is

Waukegan Dec 17th 1851.

Nov 17. This day commenced a warm squall
 continued through the day from 10 AM to 4 PM
 working in the evening. In
 the morning we took up the anchor
 and on the weather being better
 and took a rise ashore.

Nov 18 This day commenced showers and
 cool breeze. at 12 M. the tide set. draft
 the anchor in the middle of the forenoon
 we sent three boats to help her in.
 being in full on board of the Waukegan
 to receive her over each gun as she
 came up. the captain who had been
 in days from the ship.

Nov 19th This day commenced
 squalls with showers of rain. about 1 PM
 commenced to get underway. at 4 PM
 we discharged the guns. the Captain slept on
 the deck lying on and on the
 remainder of the day and night. following
 light sails at night.

Nov 20th This day commenced a warm
 squall breeze. at daylight we made
 all sails wind very light through the day
 to 6 P.M. double reefed the topsails. latter part
 being breeze. the main heading to
 windward watch.

Nov 21st These twenty four hours commenced
 a strong breeze. at 10 AM we made
 all sails on. the main heading to
 windward watch.

84. North Pacific. To Hecetaire

The wind came from the N. E. the
 island. the wind came from the N. E.
 downed up the river. lying of a red
 through the water.

Jan 22nd. The wind came from the N. E.
 a moderate breeze. at daylight. made
 all sail. and stood in shore. but saw
 nothing. at 6 A.M. made the cables. and
 a sharp report for whales. through the
 ice. with first the first of the
 ice. taken in. at night. but no
 course. back again for Hecetaire. for
 the ice. but not. so much
 to do.

Jan 23. The wind came from the N. E.
 with a moderate breeze. and the wind
 squalls. wind ahead making out with
 sea. towards the harbour. at 10 A.M.
 at 10 A.M. the wind came from the N. E.
 and at 10 A.M. the wind came from the N. E.
 and at 10 A.M. the wind came from the N. E.

Jan 24. The wind came from the N. E.
 with a moderate breeze. and the wind
 squalls. wind ahead making out with
 sea. towards the harbour. at 10 A.M.
 at 10 A.M. the wind came from the N. E.
 and at 10 A.M. the wind came from the N. E.

Jan 25. The wind came from the N. E.
 with a moderate breeze. and the wind
 squalls. wind ahead making out with
 sea. towards the harbour. at 10 A.M.
 at 10 A.M. the wind came from the N. E.
 and at 10 A.M. the wind came from the N. E.

W. H. H. on Dec. 26.

Sat 26th day, a very day to do some
work as the ice is getting so bad.
The latter part raining at 11 AM. came.

Dec. 27th The day commenced with
summer like day. Frost of the cross
here. In the afternoon I attended the
Evangelical Church in company with the
other few ship.

Monday Jan 28th saw an hour or more
of work. Employed the poor part of the day
digging up wood and stowing
over in the barn. No one else
here.

At 11 AM the typical poor house
with a light breeze. At 1 PM (to the
of my knowledge) were a fine
chance in order to cast the house
and make preparations in order to
out. Mr. Newby made the
in order to have the cap. Some
stay all night. (forward)
with a little talking for a portion
of them were willing to turn
and then he gave them a new house
considered. But the most of them
willing to go into the house and
be working in the house of the U.S.
was but all that refused to leave to
be seized up by the wrist. Some
standing on the deck while others were
standing on the deck.

North Pacific. Dec 30th 1836

that day in the fall. When we
 reached the ice bar and the Captain
 and a boat crew went ashore. At the
 head about 6 PM. took the boat and
 returned. It was a very long time before
 we could get George Crookel and his
 living boatman. and told him to
 the six things and go forward. He
 was what I know not. I wish to
 explain. I found the barbed wire
 by both sides as several miles
 between the barbed wire and the

with the same trunk, some boxes, and some
other light things, and sent it to the
wharf, having made some few arrangements
before the ship sailed. The reception all six
of us, made, was not very good.

At all points the road was
a fine smooth surface. The
road all over hills, the town
to get one where. got there
at 7 AM standing by the
house to the right hand side
in the distance.

On the 1st of 1844. the first of the
men were nearly all in the woods the
arrived to cut in in the afternoon
and the work was commenced to

With Pacific Ocean, 1854
 the much and the part much, like
 the part. so across this day

Get and this day commenced with a
 light breeze standing sea watches
 through the day and night, and passed
 through the day in boiling weather
 the morning broke out coldness and
 and later part much to like the part

Start on the 20th day commenced with
 a light breeze at daylight at 10 AM
 the breeze at 1 AM double reefed fore
 main topsail at 1 PM at 9 AM caught the
 starboard watch up from below and
 had all hands on deck through the
 employed the middle part of the day
 overhauling the lower masts and the
 boiling middle part moderate breeze
 topgallant sail set at 5 PM double reefed
 fore main topsail strong breeze the
 Captain standing the starboard watch
 the state below again set

Monday the 21st day commenced with a fresh
 breeze double reefed topsails over
 ship again for the weather see
 the account of the state

Tuesday the 22nd day commenced with
 moderate breeze at daylight ship on
 the reefed at 1 PM strong breeze the
 about 10 miles in 1 PM got up the
 cable main the ship on about 1 PM the

South Pacific Passages

Summit these twenty four hours were
 small. A few more the topsails being
 set (the beginning of these 24 hours) and
 let her come through the narrow channel
 East. With some more time running out
 frequent squalls at 4 PM. spoke the Brig
 of New Providence. 500. when at 6 PM
 sent away the boat to tow the ship
 out of the harbor. To prevent us drifting
 together. Got the ship gathering headway
 took the boat up again.

March 11th these twenty four hours were
 with moderate breeze. all sail set and
 the ship ^{steamed} and sailed. Landing at
 N. B. completed the fore part of the day
 working in the rigging. at 1 PM sent down
 the mainmast gaff and sail. and completed
 the latter part of the day in making
 preparations to sail on the after part
 at 1 PM. spoke the Ship Independence N. B.
 1000. at 3 PM. sent the boat to tow the ship

March 12th these 24 hours commenced with
 light breeze and squalls. with moderate
 rain. the sail in sight working to
 the eastward. with good better for
 much the same

March 13th these 24 hours commenced
 moderate breeze and frequent squalls
 completed the fore part of the day in
 making up the after part. at 3 PM. let
 the mainmast topsails. and took in
 fresh water and meat. with some better
 out about the same

91

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West the Pacific. Jan. 29. 1839. 93

off. and working in the rigging.
steering through the ice on the wind
warding to the southward used eastward
at night shortened sail. and steered
about northward through the night

Jan 20th These 24 hours commenced with
moderate breeze. at daylight made
sail. steering to the southward. and
through the day ice surrounding the ship
at 4 PM beat it. at night shortened
sail and stood boats came on deck.

Jan 21st These 24 hours commenced with
moderate breeze. at daylight made
sail. at 4 PM beat a rather gale. and
steered through the day ice shaping
lock for the receptacles and coolings
at 1 PM raised land ahead at 12 PM
beat off before the strong breeze
beat 11 miles ahead. E. with fresh
breeze. at 6 PM raised land ahead
at 7 PM double reefed topsails. and kept to the wind

Jan 23rd These 24 hours commenced with
fresh breeze. at 4 PM beat off for the
land. at 11 AM was in the S. I. and
rounded back the ice. and cleared
way. the starboard boat and anchor ashore
for the winter. got the mainmast
down to sea down to the water. ship
with officer. which acts as a second officer
with the ship. at 11 PM was ashore. at 12 PM
steered to sea. at 4 PM double
reefed topsails fresh breeze.

South Pacific Nov 24. 1830

Commenced this 24 hours commenced with a fresh breeze, under double reefed topsails. The weather was fair and calm. The wind was very squally through the remainder of the day. The middle and latter part much the same.

Nov 25. These 24 hours commenced with a moderate breeze. All sail set. The wind was squally through the day. The middle and latter part much the same. The weather was fair and calm. The wind was very squally through the remainder of the day. The middle and latter part much the same. Lat 13. 48 Long 158. 08

Nov 26. These 24 hours commenced with a moderate breeze. All sail set. The wind was squally through the day. The middle and latter part much the same. The weather was fair and calm. The wind was very squally through the remainder of the day. The middle and latter part much the same. Lat 12. 12 Long 158. 15

Nov 27. These 24 hours commenced with a moderate breeze. All sail set. The wind was squally through the day. The middle and latter part much the same. The weather was fair and calm. The wind was very squally through the remainder of the day. The middle and latter part much the same. Lat 11. 12 Long 158. 15

Nov 28. These 24 hours commenced with a moderate breeze. All sail set. The wind was squally through the day. The middle and latter part much the same. The weather was fair and calm. The wind was very squally through the remainder of the day. The middle and latter part much the same. Lat 10. 12 Long 158. 15

... mending the mainsail. and erecting
... up the head in order to shorten the
... all hands on deck. Thro' the
... at 11 AM. bent it again. A storm
... through the night. The
... having the first watch on deck
... at 11 AM. broke out squalls.

Sat 10.44
Long 150 19 West

29th these 24 hours commenced with
... at 11 AM. bent it again. A storm
... through the night. The
... having the first watch on deck
... at 11 AM. broke out squalls.

Sat 10.44
Long 150 19 West

30th these 24 hours commenced with
... at 11 AM. bent it again. A storm
... through the night. The
... having the first watch on deck
... at 11 AM. broke out squalls.

Sat 10.44
Long 150 19 West

31st these 24 hours commenced with
... at 11 AM. bent it again. A storm
... through the night. The
... having the first watch on deck
... at 11 AM. broke out squalls.

Sat 10.44
Long 150 19 West

North Pacific Feb 14 1833

16, 14

1000 1491 00

100

251

V. L.

South Pacific Feb 4 1834.

at 10 we went to the fore part of the ship and
found the fore part of the ship was
full under way. The Company
then the fore part of the ship was
the S. B. boat. The after part of the
ship was at night about 1000 feet from the
boat with having light house on.

Lat 41 50 S
Long 147 55 W

at 11 the fore part of the ship was
under way. The light house was
the fore part of the ship. Making
the fore part of the ship. The S. B. boat
was at 1000 feet from the boat with a
light house.

at 12 the fore part of the ship was
under way. The light house was
the fore part of the ship. Making
the fore part of the ship. The S. B. boat
was at 1000 feet from the boat with a
light house.

at 13 the fore part of the ship was
under way. The light house was
the fore part of the ship. Making
the fore part of the ship. The S. B. boat
was at 1000 feet from the boat with a
light house. Lat 71 43 S
147 22 W

at 14 the fore part of the ship was
under way. The light house was
the fore part of the ship. Making
the fore part of the ship. The S. B. boat
was at 1000 feet from the boat with a
light house. Lat 61 20 S
Long

North Pacific April 1855

99

Nov 15 these 24 hours commenced with moderate
breeze steering on the wind. At 1 P.M. sail set
employed the fore part of the day in
making out fresh water and a keg of
butter. mid and latter part - moderate breeze. wind
at 11 P.M. Lat 8 11 05
Long 148 11 33

Nov 16 these 24 hours commenced with a moderate
breeze all sail set. steering on the wind. At 1 P.M.
at 1 P.M. mid 11 55 employed through the
morning of much rain and ice under
the ship. them again and fair. Lat
Lat 9 11 46 N Long 149 11 17

Nov 17 these 24 hours commenced with a
moderate breeze all sail set. steering on the wind. At 1 P.M.
employed through the day in making out
the shore and lengthening out the line
at 11 P.M. Lat 12 11 44
Long 149 11 44

Nov 18 these 24 hours commenced with a moderate
breeze all sail set. steering on the wind. At 2 P.M.
I studdingsail employed through the
morning of ice and from the chain
plates. mid and latter part much the same
Lat 14 11 30 N Long 150 11 18

Nov 19 these 24 hours commenced with a
moderate breeze wind hauled about N.E. took in
studdingsail. At 6 P.M. the wind hauled
set the I studdingsail. employed the fore part
the day in clearing, jarring the chain plates
the latter part making out water. at 11 P.M.
the M. S. G. studdingsail. wind about E.S.E.
in M. S. G. M. S. mid and latter part
the same Lat 16 11 45 N
Long 150 11 49

100 North Pacific Feb 20th 1841
Sailed at 10 hours commencing
with a light breeze steering N. by E.
with sail on light. at 5 PM a strong
sprung up. took in S. M. S. studding sail
and fore and mizzen. S. G. sails. wind
about N. by E. at 9 PM wind hauled about
latter part more moderate. Lat 41 12 N

Long 154 27 W

Since 21st these twenty four hours commencing
with a moderate breeze steering N. by E.
all sail set at 12 M. kept her of N. by E.
part with the same at 5 M. made Cook
Creek hill. latter part strong breeze with
sprung up. strong breeze all sail.

19. 45 N Long 153 40 W

At 6 AM these 24 hours commencing with
a strong breeze steering for Moinee. at 10 AM
left to the wind at 7 PM raised anchor and
the he. hove at 4 PM. got the cable
middle and latter part wind light.

Since 23rd these 24 hours commenced with
moderate breeze under double reefed top sails
at 6 AM made all sail. at 9 AM struck
top sails in figure 8 sails. at 11 AM
at 10 o'clock all hands and got the anchor
of the boat. under made all sail. at 12 M.
took in the light sails. double reefed
board away three boats. and took the ship
at 1 PM. about 4 PM. and along side
and took up the boat. boat 1 PM. were
and about 1 PM. the wind of the boat
much wind at 5 raised a sail of the sea
latter part more moderate. at 5 PM the
and mainsail.

North Pacific Feb 24. 1855
 On 24th these 24 hours commenced with
 moderate breeze. under double reef top sails
 at 10 AM. spoke the Ship Alce. Westward
 of 27 miles out. in daylight - at 12 noon
 spoke heavy rain with rain at 3 PM. at 4 PM.
 at 7. made all sail. and stood for the passage
 at 11 AM. took in the light sails and left to
 the main yard aback. light breeze.

On 25th these 24 hours commenced with a
 moderate breeze. laying with the main yard
 aback. at 1 PM. made forward at 4. the
 top sail. at 11 AM. took in the top sail.
 at 2 PM. took in the top sail.
 with a double reef off. top sail. and
 put out in braising out molasses.
 after part more moderate.

On 26th these 24 hours commenced with
 moderate breeze. laying to moderate
 at 1 PM. top sail. at 4 PM. at 10 PM.
 top sails. at 11 AM. made all sail. stood
 the wind. at 3 PM. strong breeze
 take in the S & G sails. at 10 PM. backed
 and stood of shore. the passage being
 about 20 miles a half points on the
 bow. and made all sail. with
 wind light breeze.

On 27th these 24 hours commenced with
 moderate breeze, standing in shore. at
 11 AM. standing sails. at about 4 PM.
 anchored in Lahaina. sent about
 100 and got fresh meat and potatoes
 and fixed the fore part of the keel in
 fresh water.

Sandwich Islands March 15th 1794
Sun^d these 24 hours commenced with a
light breeze, and were pleasant through the
day. The Harbor watch ashore on Liberty several
men back on board in sight of the anchoring
place.

March 15th 1794
Morning employed through the day in washing
the ship. The Harbor watch on shore. The
commenced to paint ship this morning in
the forenoon. The forenoon was spent in the
assistance of Mr. Allen (a man that lives ashore)
that struck one and at 4 PM. got him on the
along side. Some boat crew watches through the day
and on the 15th commenced to cut him in
which engages in cutting him in we were
witnessed by a crowd of spectators from the
shore, and among the number was the British
Genl. from the town of Lushanna. After receiving
certain notice which we were told was given
the natives to cut in one share, got some done
in a hot dark.

The 16th commenced this morning to sail at 10
on deck through the day standing by water
thence the night on the 16th morning arrived
at notice. At 4 PM. light breeze, finished in
morning sailing, ships arriving every day
and landed on deck through the day.

Chained Sunday to Sunday March - 1884

at 13th this day commences with a light
fog; at about 9 AM the second and third officers
came on board to duty. at 1 PM some men were
hoisted up, run a line to the ship. The second
officer sent three boats ahead and took, as
the ship. the small (Mr. Bewickwood) taking
out strong breezy through the fog and
up the night.

At 14th these men were seen with
long poles at daylight made all sail set
up through the day a heavy swell on. saw
men on the water. saw some men on the water.
At the night of 13. after we were out of the
water all hands were interested in the water.
The ship gave a few orders and made a few
marks. regard to the water. and then the officers
then boats crews. the boatmen staining the same
that they have belonged to the water.
Saw now five boats on the water. the boat
and some officers to find them.
At 15th these waters commenced with rain

Spun on November March
 day. at 12 M. leave the S. R. for and
 a shore. at night double reefed topsails. strong
 light breeze in night. no wind light breeze
 and on. nothing worthy of notice. the
 moon in the night

At 14th these 24 hours commenced with a light
 breeze and on. nothing worthy of notice
 through the few past days. the wind has been
 rather light most of the time since we have
 been at about 9 AM our Capt came on board. the
 Black Hunter of A.B. which sailed a few days
 before the Uchotsh. wired her again the
 sailing from 100 to 150 strokes per hour. cause
 call to be here is yet unknown; on Monday
 received 5 letters from home and one from a ship
 in Honolulu

At 19th these 24 hours commenced with a strong
 breeze in main and fore. we
 chain cables and lashed the masts at 12 M. spoke
 to the Uchotsh. the Uchotsh. light breeze
 and light breeze. made Alaway. more in for a short
 hours and then squared the yards. keeping the
 compass. latter part strong breeze. square sails.

At 21st these 24 hours commenced with a strong
 wind about E. steering N by E. employed the
 the day in hauling jacks and hauling out
 and getting the boats ready. wind and latter
 part much the same. Lat 26 N 58 W
 Long 164 W

Sunday 21st these 24 hours commenced with
 a strong breeze. wind light breeze. the
 and latter part much the same. Lat 26 N 58 W
 Long 164 W

103
 In North Pacific March 24th 1858
 On 24th these twenty four hours commenced with
 strong breeze. whole topsails set (with the exception
 the mizen topsail singlet reefed. which was done
 19. and has since remained so) nothing worth
 notice for the last few days. some part of the time
 we had N. E. sail set. wind about E. N. E.
 during the first part of these twenty four hours.
 The compass employed for the last few days
 drawing and shooting yams. and making
 yams. mile and latter part much the
 same. Lat ²³ 21⁰⁰ S. Long ⁹⁹ 174⁰⁰ W.

25th. The twenty-four hours commenced with moderate breeze. - maint. about sat. - steering N by N. wind about 2 P.M. shifted through the ice drawing good gear, and making ^{much} progress till the latter part. - much the same. Sat. the 25 broke out Molasses

26 This day commenced with a moderate breeze
bore the S. M. I. sail. at 10 AM. we hoisted the
air topsail. employed the latter part of the day
mending it. and making out fresh water.
with and latter part wind light. Lat 25⁰⁰ 24 N.
Long 179⁰⁰ 20 East

104 North San Jose. N. a. 1. 21

Decr 30th. The day 24 hours commenced with a light
 sail set extending to the north and westward
 at 12 M. raised sperm whales. Saw three boats
 passed them about a hour and we lost sight
 of them. The wind blew sharp up bearing to
 westward. Lat. 34° 15' N. Long. 122° 15' W.

The vessel was at anchor in the harbor with a strong
 breeze at W.S.W. took in the N.E. Gales at 4 1/2 past 11 A.M. and
 after the vessel was at anchor in the harbor at 2 1/2 past 11 A.M.

29th 26th Long 17th 11 East

Apr 13th these 24 hours even increased with a
fresh gale of wind, laying to under a fore
main topsail standing. Boat crews watch for
of the time. (for the few nights past)
laying her to on the barbed tack, so as to drive
the three boats to windward. There being a breeze
have had free wind most of the time since
that carrying Malco. the blow wind the
for the last few days, from the wind
and strong as the breeze and
set double reefed topsail and foresail. so as to
day with a strong breeze. Lat 40 25 N.

Ship's motion. On the 14th April 1844
 all sail set on sail and the ship
 made and under part much the same. Lat by
 South 44 1/2

15th these 24 hours commenced with a
 breeze all sail set on sail and the ship
 made and under part much the same. Lat by
 South 44 1/2

16th these 24 hours commenced with a light breeze
 all sail and the ship set employed the fore part of
 day in backing out water and some chace and
 going. mid and latter part much like the
 Lat 46 51 N. Long 15 40 E

17th these 24 hours commenced with a light
 breeze at 4 AM. hoisted the fore and main. I. G.
 took in the J. gib and I. G. sails mid
 a little fair wind got light wind from the
 north and westward. sails this day. Lat 47 57 N
 Long 15 40 E

18th these 24 hours commenced with a
 breeze all sail set steering well to the westward
 current operations through the day. mid
 a latter part much the same. the latter
 heading S. W. on the wind. Lat 48 53 N

Long 15 7 10 East
 19th these 24 hours commenced with a
 moderate breeze at 4 1/2 past 12 AM. took in I. and
 I. G. sail. at daylight raised a ship which
 proved to be the ship *Corsica* of the
 at 8 AM. the
 the lower of the land. at 10 AM. saw the
 plane from the ship. being all one
 the 21st at 9 AM. sheekled back cables on the
 at 11 AM. stowed them below again
 at 12 AM. were it rough the 22nd passage and

had entered the Behm Sea at 4 PM. board
 and went on board of the Cincinnati
 with the morning under the following the
 20 ends. Lat 49 06 S
 Long

Jan 20th these 24 hours commenced with a
 breeze and in the afternoon the
 Cincinnati left the main yard at
 aback at daylight made all sail steering
 to the northward westward fore part
 under latter part close hauled at 8 PM took
 15 miles latter part strong breeze

Jan 21st these 24 hours commenced with a
 breeze under top sails and cover at 10 AM
 reefed 1 and single reefed No. topsail
 double reefed No. 1 sail at 10 PM set No. 1 & 2
 and flying jib. latter part moderate breeze
 at 11 PM the thermometer stood at 47
 high at 1 PM raised ice. the bar ship and
 20 ends this day. Lat 52 15 S
 Long E

Jan 22nd these 24 hours commenced with a
 breeze and thick fog the rigging a clear sky
 at 1 PM the sun shone through the fog in
 the afternoon and some snow fell at 10 PM
 and some snow with some latter part
 light.

Jan 23rd these 24 hours commenced with a
 breeze at 10 AM set 1 and 2 and some snow to
 raised ice in the afternoon. at 10 PM and on the
 the night. latter part double reefed topsail

Jan 24th these twenty four hours commenced
 with a moderate breeze at 10 AM set 1 and 2
 the reefs out and set No. 1 & 2 sails at 4 PM

Whetst Sea Apr 24th 1894 107

... having found to be a humpback. ...
large quantity of floating ice, one sail in sight
... but in the S & Gails. and hauled up
the courses. and laid with the main yard
... and half watches the remainder of the
night.

Lat 54° 00' N

Long 157° 10' E

... the twenty four hours commenced
with a moderate breeze under whole topsails. at
... spoke the Cincinnati of Stonington. run
... and then run to the north and eastward
... and latter part much like the first.

Lat 54° 32' N Long 157° 40' E

Apr 26th these 24 hours commenced with a
moderate breeze running along with the ice
one sail in sight nothing worthy of notice
... the day.

Apr 27th these 24 hours commenced with a
moderate breeze. Mr. Nye's S & G sails set at 1 PM.
... up with the ice hauled up the courses and
... to the wind. at 2 PM. gained with the Cincinnati
... double reefed topsails. at 5 PM. thick
... storm. Capt Williams went on board of his ship
... stowed the M. sail. at 8 PM. in the Gills and
... reefed the M. S. Y. at 10. close reefed the fore S. Y.
... needed the fore sail. the rigging being a sheet of ice
... very cool. it being a very disagreeable night.

55° 24' N

157° 00' E

Apr 28th these 24 hours commenced with a strong breeze
... double reefed Mr. and Nye's and close reefed S. and reefed
... it was a ship ... hour. on the ... of ice
... the back. about and thick fog. at 12 PM. ...
moderate. at 2 PM. spoke the ... out of the ...

and out of the S. I. sail. - much and latter
part strong breeze and thick fog

Sept 28th then 24 hours commenced with a moderate
breeze under double reefed topsail and sail. employed the fore part
of the day in working the ice at the rigging
and braking out water and filling the empty
with salt water. at 1 PM. picked up a dead
whale fish. latter part thick snow storm.

55° 29' N

155° 15' E

Sept 30th then 24 hours commenced with a moderate
breeze. at 4 AM strong breeze employed the fore part
of the day in boiling the whale fish. at 10 AM
set in the N. I. sail. at 1 PM. set N. sail
jib. at 4 PM. hauled them. at 9 PM. worked the ice
of the rigging and sails. they being at a narrow
passage being so cold that it makes
think of home. and (at the last I guess) latter
part thick snow storm. standing half
watcher through the night.

Oct 1st then 24 hours commenced
with a light breeze and thick snow storm.
at 9 AM commenced to breeze. at 4 strong breeze
under double reefed topsail and sail
at about 2 PM. set N. sail and jib. at 4 PM. set
N. topsail. and single reefed topsail and main
came up to the ice reefed topsails and stode the
sails on the 24. came away the S. I. Boat. and
I was his self together with our craft and all
the crew.

55° 00' N Long 155° 04' E

Sept 2nd then 24 hours commenced with a moderate
breeze at 10 AM light breeze and sail and stood in
the ice. at 5 PM. raised 2 whales, chased them about
hour. and came down to the bottom again. at 4 PM
shortened sail. 155° 15' E.

Chobn Sea May 3rd 1832

Mon 3rd these 24 hours commenced with a moderate breeze. at 5 AM strong breeze close reefed S. topsail. at 6 AM reepled the M. topsail at 8 took in fore and M. S. sails and reefed the mainsail. very strong breeze all standing boats crews through ^{rest of the tide} these 24 hours latter part commenced to moderate. at 4 PM turned up the bow and waist boat so crew.

with these 24 hours commenced with a strong breeze. at 1 PM set close reefed topsails. at 4 AM took in topsail, and M. sail and jib at 6 AM took in the main. at 8 AM joined with the Commodore of the ^{frigate} ~~frigate~~ 10 sails in sight and among the sailing ships Fisher A. H. P. was the first to be seen. at 10 AM set the other. he being left for the S. sail. at 4 PM close reefed the topsails. latter part strong breeze.

with these 24 hours commenced with a strong breeze. at 8 AM took in fore and main S. sail. and worked them. at 1 PM took in the M. S. S. blowing quite fresh. at 1 PM set it again. at 3 PM turned S. and H. sail up. a large sea was seen and was striking ~~the~~ pieces of ice floating by. at 4 PM more moderate standing boats crews at 10 PM calked the bow boat crew. at 12 PM took in the remainder of the watch and hoisted the S. and H. P. and set them in at a moderate ship sea of ice the ~~ice~~ kept clear of a bit that was drifting down where ^{us} kept on and then furled the S. P.

With these twenty four hours commenced with a strong breeze. at 1 PM set close reefed fore and main S. several ships in sight all arriving for ice. at 4 PM joined with the Fisher and Palmer where several remained.

Chelb Sea May 1851

and has a small line with them at 4 PM
shored sail latter part morning

Fri 7th these 24 hours commenced with a light breeze
at daylight made sail. fine sails in sight from
aloft. at 10 AM it came in thick fog in the Logabana
sail and came down the S. I. we were then in the ice
at 3 PM worked through it. at 10 AM. 1851. a lower
for a main. stay sail at 1/2 past 4 PM don't sail

Sat 8th these 24 hours commenced with a moderate
breeze. at daylight made sail. at 12 PM spoke the
Cicero of N.B. at 4 PM. gamed with the Washington
N.B. where I received three letters from home - one from
B.P. one from H.G.B. and one from E.G.W. mid and latter part
strong breeze. Sat 8. 1851 15-4. 59

Sun 9th these 24 hours commenced with a moderate
breeze. at daylight set whole S.I. and N.B. & S. at 11 AM
took in N.B. & S. and gamed with the Cicero. at 3 PM
double reefed S.I. and worked the N.B. & S. with the
more moderate. Sat 9. 1851

Mon 10th this day commenced with a light
breeze. and continued so through these 24 hours
employed through the day in breaking out
the main hatch and stowing away about
20 barrels of sperm. and clearing out the
decks. at 4 PM. took the starboard boat and shot
some ducks. latter part thick with a light
breeze

Tues 11th this day commenced with a light
breeze. at 3 PM. came in thick fog at 7 PM.
rept. at 1 PM. also rept. mid part raining
on the 11th even more it is stand different
watches getting the watch at 6 PM.

and standing there through the night and
 through the day. soon in morning at 6 AM.
 the first crew until 12 AM. and second crew until
 2 AM.

On 12th these 24 hours commenced with a moderate breeze
 under close reefed topsails. employed the fore part of
 day in making out the after hatch. after sailing
 up just north. thick snow storm. looked in from
 S. S. and worked them. air very cool. at 3 PM
 took the things out of the B. and H. Boat. and
 put them on the upper cranes. - made and latter
 at strong breeze. saying to make a close reefed
 topsails. Lat 56.00 Long 154.54
 On 13th this day commenced with a strong breeze.
 at 1 PM. we double reefed S. and M. S. and H. and
 employed the fore part in making out water. at 4 PM
 the sails in sight too the leeward. made and
 latter part strong breeze. Lat 56.00 Long 154.54

On 14th these 24 hours commenced with a strong breeze
 at 3 PM. we double reefed topsails. employed the fore part
 the day in cutting out a fore staysail. and
 making the same up. made and latter part wind
 light. at 8 PM entered the ice but could stand out
 again Lat 56.00 Long 154.54

At 15th these 24 hours commenced with a moderate
 breeze. at daylight made all sail and steering the
 boat island. at 1 PM. out of the M. S. and
 H. joined with the Brighton of Dartmouth. at 4 PM
 with the H. in order to get some more ice
 through the ice with us. then agreed to go but the H.
 passed out afterwards

Chester Sea May 16th 1854

June 16. this day commenced with a strong breeze. Late all night with the main sheet aback. at daylight made all sail and stood for the ice. at 7 AM came up with the ice passed through a narrow strip of ice and then came into clear water again. with scattering ice followed by the Harveu of A.P. and the Harveu of Fairhaven. the Sharon taking the lead latter part foggy. Lat 55° 46'

June 17th these 24 hours commenced with a light breeze and thin fog. about 12. midnight lost sight of the ships lights. However the fog cleared rather the sun be visible frequently and was unobscured by one of them at 4 AM. sailed at 4 AM about one hour of a mild breeze. at 9 AM the fog lifted up and we saw 5 miles in sight. middle and latter part thick again. latter part gaining with the Arctic. about 11 AM lost sight of her in the fog. Lat 56° 07' N

June 18th these 24 hours commenced with a light breeze all sail set. at 3 PM came up to scattering ice stood in to it a short distance and then out of it again. 12 ship in sight from masthead employed in the morning in hauling out the middle and latter part very light.

Lat 56° 06' 1960. S

June 19th this day commenced with very fine and continued so through these 24 hours. on the 18th went to fore staysail. at about 4 or 5 PM. was a V. head. found two boats. but saw him no more. at 1 PM. joined with the Harveu of A.P. Capt. Seal. latter part very light.

Lat 56° 20' Long 145° 29' S

June 20th this day commenced much like spring. at about 11 AM sent three boats.

on the ice in the course of which the latter has
 been one. but did not strike at 9 AM. Capt
 Thompson of the ship *China*, came on board
 and got a head space. one whale this season
 about 8 ships in sight to day. wind and tide
 about much the same. at 4 broke out molasses
 the 22nd these 24 hours commenced with a light
 breeze under whole topsails standing half watches
 at 1.45 AM struck a small cake of ice. cawled the
 mainmast of the watch out. to prevent ship from
 water in her. at 1 PM. thick fog. and continued
 through the day. Lat. 54° 30' N. ab
 at mid they turned four hours. came in round
 with a light breeze. at 4 PM. sheet in thick
 fog. at 4.30 AM. spoke the *Cregoor* of Fairbank
 more to the south. about 9 AM. the fog cleared
 and put me about on the wind. 10 sails in
 sight from aloft. our Capt went on board of
Crepid here and several came on board of
Sharon. at 6 PM. sheet in thick again
 but got back again about 8 PM. wind

Jan 23d this day came around with a light
 breeze and thick fog. at 3 PM. it lit up. 8 sails
 in sight. and the Ship *S. Thomas* cutting a track
 we kept the fore part in and being a man
 of cutting sail. to put over the bow
 end of the ice at 6 PM. it was in thick
 fog. making the ship to the westward

Jan 24th these 24 hours commenced with
 moderate breeze. at 4 AM. wind all sail. and
 at 10 AM. the ice at 12 M. it came in thick fog
 and down the topsails. wind backed her out.
 at 1 PM. put her up. then sails in sight
 about 10 sails to see at 10 AM. about the ice

114 *Corvus Island May 25. 1859.*

Left this day commenced with a light
 breeze at daylight made all sail and stood on
 for the ice. at 11th raised Boeas island. at 12th
 up a bend of the island. at 6 p.m. with it
 breeze. at 11th in two ships high and
 since what each. we are now nearly surrounded
 with ice Lat 56 40 N Long 149 54 E

On 26th this day we commenced our return
 to our road and a light breeze came along
 within 5 miles of the coast. In the afternoon
 at 4 PM. came up to heavy ice so that we were
 not get any further to the westward. In the
 afternoon breeze. In the afternoon the ship
 25th. double reefed. From N. 3. to tail

The 27th these 24 hours commenced with a
 heavy snow storm through the night to
 11 A.M. and 12 hours after about 10
 ceased about two hours more there was a
 hard. wind and better than 100. The
 work back again out of the ice and
 came in thick fog. at 10 A.M. 32 ships in
 sight from ship. at 11 A.M. the wind
 fore and main topsail

Jan 29 This day commenced with light ice
from about S of the middle part starting
at 10 AM. raised ice at 1 PM. Left for the wind
stearing full and by the use of this day

I am so tired & sore with a cold
and so cold & tired so through the day
I am feeling better & so much better last
few days than

is day got a starboard Bow boat out on the cranes
 Dec 21st these 24 hours commenced with a light
 breeze. all sail set. at 5 AM. a royal breeze. at 9 AM
 a sail on the starboard beam. at 12 M. kept
 before the wind and entered the ice. taking in
 light sails and double reefed the S. S. 11
 I came on deck. all sail set. at 6 AM. with the
 going then along then with the ice. gaining ice
 on the sail ahead Lat 57.08 Long 149.12 E

Dec 22nd these 24 hours commenced
 with a light breeze all sail set. at 2.30 AM. the
 starboard and picked up some fish that was
 floating past. they all being dead with the
 all gone and some of them with their
 bellies cut out by the power of the air. I
 presume that some of them paired suspicious
 them. but then it was not enough of a capture
 and fish that was picked up and perhaps
 and in with but there I think that they
 are children to the storm. some of the wind
 at the day thick fog. at 9 AM. howled in the fog
 after part clearing N. rather thick

Dec 23rd these 24 hours commenced with a
 moderate breeze requiring no order what I am
 S. S. moving to the westward. for part the
 and the fog let up. at 9 AM. set top mast S. S.
 up in sight of the ground with the Robert
 of S. S. at 10 AM. went to the starboard
 all after a while

Dec 24th these 24 hours commenced with a moderate
 breeze. rather thick and fog. the
 is very rising. and the head is low

Saint Basil Bay June 3rd 1854

The land being mostly covered with snow. several
sails in sight inside the bay about 3 PM. but in the
light sails and close reefed the topsails. This they
at about 8 PM. got into the ice solid and part
remained there the rest of these twenty four hours.

Nineteen hours commenced with a strong
breeze. Laying in thick ice. carried on the
main and wind at 1 PM. furled the top sail
and fore sail. Lying under bare poles there
at 1 PM. 11 sails in sight 9 of them in the ice
was now within the limits of Saint Basil
Lake Oliver bearing about 150 miles
about 10 miles on the ^{3rd} third broke out the
after boat and got up a cable from the
the Starboard anchor and got it of the
and laid on the starboard starboard cable

But the night breeze. through the day
just now solid in the ice. latter part
broke out. but the sea part employed in
balancing up water from the ice.
Some. there a boat was covered with
light. sailing in the ice. at 4 PM. the officer
and myself left the ship and went
on the boat the Cicero. at 12 PM. the ice
parted and it came in thick fog
and on left side of our ship we saw
board of our boat. It was 14. some
got on board of our ship again. at
1 PM. boat of H. and J. boat and
aboard the Cicero only after 1 PM.
thick fog did not get on board

1816

about 12 M. started and came on board some
 of the whalers to land
 at 4th the ship came to anchor off
 the island. Two boats came up the bay
 and saw about 11 whales. but very shy.
 light breeze of wind. most of the time
 the 19 the two greater boats went up to
 the bay. After noon. Three
 a number of duty on account of whales.
 the 20 I shot at a whale
 being a skin. have not yet
 it on the 21 we are compelled to stop
 shore. on account of the reef and
 at 5 P.M. the men went on board
 from Dobary Sound.

We have been from the ship on the
 21. be obliged to visit what covers, on
 of the ship. and the time that we are here
 have up to go to different parts of the
 the whales are scarce and very shy at this
 of the. the rest of the whales is in
 late off of Dobary Sound rivers.

at 12 and 1 ship underway the 22nd day
 the two boats started for the river
 river by (a Russian town) arrived there
 at 5 P.M. the people that inhabit these
 are very kind and
 they will show their best of food and
 things. most of the inhabitants are
 natives of the Ten Gros Indians. flat land
 high hills. some and some are
 steep hills. the water is very clear.
 the water blue found a great number of whales

Larrest Bay July 1950
 (the powder we collected by firing the
 guns although it was on the third our ships
 were not hit. Having a very strong
 rain in the night we got him on the
 bay two boats went up to the head of the
 arm of the bay saw no whales. The two
 starboard boats have gone on shore. in the
 aft. on the 1st. boat. after mid. from
 the bay. a fresh breeze on the 4th. fresh breeze
 and steady rain. going with one on the
 ahead. in 10 and 12 fathoms of water. and
 60 or 70 fathoms of skive out at 1 PM. can be
 hauled on the starboard cable. and
 now we are the starboard cutting fall. in
 order to get in the cable so as to take
 some of the strain off of the wires.
 but did not get in on account
 of the winds going down.

July 18th the day began with a
 fresh breeze and a heavy swell. at 1 PM.
 very moderate. at 4 PM. had a
 but it came on to blow again and was
 on board.

July 19th the day began with
 a moderate breeze. about 1 PM. the two starboard
 boats came on board. 10 AM. fresh breeze. and
 on. at 1 PM. carried away the wire the
 latter part now moderate. and a strong
 rain. now down the cutting fall and
 in the cable.

July 20th the day began with
 moderate breeze. at 1 PM. a heavy swell. the
 same on board. and at 1 PM. got all right
 on account of the winds blowing very
 the later part. and a abundance of rain.

anchored off Fabius Island. July 13th 1834 119
employed. Through the fore part of the day
drabbing out water and bread.

Mon 12th This day commenced with a
breeze at 4 A.M. the waist and bow boat board
and went ashore and got about 100
from the Fore Goose. In the
evening bread soap and cloth for fish
and back to the Ship again about 11 P.M.

Tues 13th This day commenced with a light breeze
at 4 A.M. all hands here up and went
off for Fabius Island at 6 A.M. some 10 or 12
pathum of water about one half mile
from the shore.

Wed 14th This morning commenced to
make out the fore hole after fish
hooks. I had 2 hooks the Cooper was
setting them up. the Waist boat is
now building a boat (with the assistance
of a boat crew from the Ship (being) which
two boats were used and will be able to
come ashore on shores and the ships to go
with.

Th 15th employed the fore part in making
hooks. the Cooper went ashore to the
key post. a few barrels of beef beef. Some
of pipes. the latter part of this day
the S. B. Boat came aboard to
y. and made a short stay and then
went away again on another job. I don't
know where. The Capt is now ashore
by Sover.

16th This day we were employed in getting of water
and in making provisions on a two part

of ash. the latter part foggy with a moderate breeze.

Sat. 17th this day commenced with a summer like day. explored the fore part of the bay in a boat of water. and steering it round at 2 P.M. sight of a boat carrying things came ashore. in order to what (on Sabine Island. for rather to what is from there) we have about seven hundred barrels of ash now on shore all together. I am with those of the Cicero too. we have eight men for each ship making 16 in all. including the carpenter of the Shannon. the officers. we receive supplies from both ships and provisions for 14 nights.

Sunday the day commenced with a strong breeze and steady rain. three boats from the Shannon in the morning started for Sechart. the ship left in this morning hoisted up and went out. the latter part of this day we were employed in making a rock house.

Monday the day with a summer like day this morning I took a boat and went on board of the ship and got a few things. the worst of the men were employed in making the tent. and placing our beds up from the ground (or in other words making beds) and thatching the rock house. the latter part much like the fore part. At 10 P.M. the ship sent in a report of the day.

Tues. 20th this day commenced with a light breeze. about 1 P.M. 4 P.M. took the boat and on a short cruise. at about 9 P.M. within 100 yds of a wharf. fired shot at him but missed him (I suppose him to have been a bear or dog) with four more pieces of shot or rather more.

on Nov. 16 - at 2 P.M. I, Paul Scott, took the
stage and brought across ⁶¹⁸ your business as a man
and woman. They having nothing to say. They
having been to Town. I have to return
now for winter. They have no interest in
the subject, and one of the women is
well.

water. This day commenced with a light
 fog. and a little rain. From Sea View looking
 the mountains all day. In looking for
 Lake. but saw nothing. with the exception of
 by sailing standing out for Sea View island
 with our little boat near by. at about
 10 o'clock boat brought in a small cage of

22nd. This day we were out with a light breeze. Thence of the boat and went up to the fort. We joined. saw the vessel. The ship the boat arrived to us from the fort. with about 14 barrels of fish. at 10 AM. The boat was seen on shore. with the Capt. and the crew. stayed a short time. brought to the east raft or pier on shore. The boat was taken to the Marquesas. there being very little here.

23.20 the day was over with a very light breeze
and we entered sound of the harbor and passed
the shore. brought from the ship some tea
and some other things. the men are busy
in burning the ship by the stove
and getting of some more. we are up at 10. for a
few miles and pass back again a night
with a very strong breeze.

as we did not know
 we wanted the Missionary
 he would not bring it out and

on Shore. Fabius Island of seals
arrived this Sunday. Freshet of low tide
on Saturday the 24th.

Jan 25 at about 6 AM. the Sharon. Shore
and stood over for Fog Island. & arrived
the night before. The shore party
two men all day on top of the light
looking out for whales. In the morning we
noted through the remainder of the day.

Members of the boat's crews, which came
ashore from the ship Sharon. and were

Andrew Jackson. 2nd Officer of ship
George I. Bowman. Boatman.
James Smith. Seaman.
John Hart.
Robert Longwood
William Murray

John H. Hutton 2nd Officer of ship
George Bowman. Boatman.
John Adams. Seaman.
James Galiger.
Napoleon.
Thompson.

Shore party.
William E. Chesley Carpenter
Stephen Cook.
George W. De Wolf. Cook.
Charles Howard
Thomas Sumner.

Mon 26th. This day commenced with
heavy fog. At 10 AM. started a party
to go up tower for Dove. They were
about 3 PM. at a point at a distance
and did not take time, but as the fog
was now. It was in a tolerable

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St Albans Island July 30th 1854

July 30th this day we commenced the thick fog and later part thick fog. poured down rain to day. (on the 29th I think that we did not get any but got some to day.) I suffered the most part of the time hunting from head to head. drinking milk and eating salmon for here for all that I can say myself much to I know for this island than at home.

July 31st this day we commenced with a moderate breeze at high water about 11 AM. I should judge we obtained salmon enough to make 145. in number. if I was rightly informed by the boys who saw to the salting of them. at 11 AM we started from Lounch on the sail and sailed about half way over to the rocks. and as we were in the middle of the day following the land right across was now thick fog. which made it so close that further on our way we saw a black bear. up the mountain, about noon right on our side the hunter they in order to get some more and have a light to say just before we found more in there. (as I must have been there on the last time that I saw them the day before it was in the evening when I put some in a small house in the morning. I saw them in the first place by Mr. G. and he had told me that he had to put them in when I put them in and of course I promise him that I would be some evidence that I put them in very much. I had to bear a number of hard words which pierced my heart like arrows. and as we were not made any light (with the exception of a small light) we were obliged to anchor. or rather we did in about 19 or 20 fathoms of water. and lay there until the next morning daylight. at 8 AM.

been August 12 this day some surprise was
 which fog and a light air. being at
 when in the boat. about two miles to the
 town of Grenville found about 2 or 3 AM
 out of the anchor went followed the shore
 as far as the point. went there to get
 for James Island where we arrived
 our old station about 6 AM in a little boat,
 our way from the north point to the island
 was the act of taking down the coast
 in some more rather to give it some security
 only a shelter and a shelter by some of the
 day. he told me that I had never taken
 any of the boats and had never done the first
 thing to do. he spoke of having me the
 to work to make two yards for the rowing
 which is at my feet) and as regards to the boat
 which the master that was not very full
 was making it for I had a son the very
 day. and he could not make a point of
 the same. he told me that he had passed
 me all with me the last year. so that there had
 been some with me the whole way. I was
 not to give him any of my money. when
 was depending on my own case. and as you
 know I think that I gave him some. when we
 were in the boat and I was the only one
 which was fog and of the day. 2 AM. so
 it was when we were to Eliza Nelson. then
 being turned up a large island. and another
 day.
 have been that day. we were with a
 small boat. and then fog. at 1 AM.
 one of our boat went out at 1 AM. and
 at 1 AM. but saw nothing. which was of
 day. a night the Eliza Nelson never had

Friday Island Dec 3rd 1851

Tuesday the day commenced with a strong breeze at 10 AM. before we started of. passed up by canoe point but saw nothing. put up live geese instead of the ~~geese~~ geese. the last live day. I went in my boat and Mr. Jackson in the other.

Thursday the day commenced with a strong breeze and a rough sea. at 10 AM. shot a whistling whale. got him along of the beach at 12. at 10 AM. water east and home in. this morning the Eliza Adams hove up and went out standing towards fog island. two ships in sight to day.

Friday this day commenced with a strong breeze and quite a steady rain. at 12 past 11 AM. raised the anchor and started of the two boats and started the several hours. but I think that they must have been galley before we raised them by some other boats. each officer taking his own boat. the wind from the north and eastward the latter part wind more light but steady rain two miles in sight to day.

Saturday this day commenced with a strong breeze and steady rain and continued to most of the day. one ship in sight north of Granite point. for supper for night we had clack fish (kind of a lobster) mussels and clams the latter part of the moon was up.

Sat 7th the day commenced with a strong breeze the fore part accompanied with rain. at 2 PM. started of the two boats. the wind and rain.

Sabius Island August 1859
for whaling. wind and latter part much
like the first. have been troubled of late
very much with the tooth ache.

Aug 12

Aug 12th This day commenced with a light
breeze. this day cruised down below the river
but saw nothing. a heavy swell on the river
went ashore to Goby Town. wind and
latter part moderate breeze. the latter part
got back to the island.

Aug 13th This day commenced with a
light breeze and this to fog. left for
town this morning. came out the
river. the whalers being very bad. got
up to the island in the afternoon
saw nothing to day.

Aug 14th This day commenced with
a light breeze and continued so all
day. wind this to heavy weather. we got
up as far as Goby with the boat. saw
two whales. the St. George got
under way to night and is bound
down to school water bay. at 1 P.M.
Mr. Strathmore took the log and out
of port bay. and kept a line his
boat as he would like to say to you.

Aug 15th This day commenced with a light
breeze. started this morning to go to the
westward but before we had got far the
rain. a whale from the island. we started
from the main of the four men. and the
he started for the river. came ashore and
saw a deer and there started for the
boat saw three or four more. at night
went ashore to Goby Town.

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Kuturaff Island Aug 16th 1854
Morning this day commenced with a light
breeze. Mr. Jackson worked up as far as the
land through the day and we worked to the
westward. We saw nothing at night so we
went again leaving our boat to the mouth
of the upper river (on the 15. just the evening
Mr. Jackson had said he took me to show
it. although I have lost all confidence
in it).

Next day commenced with a thick fog
and continued so through the day although the
fog appeared to be less over land
and close to the mouth of the river and
was less at about 3 P.M.
and at night we were ashore.

17th this day commenced with a light
moderate breeze from the eastward and
clear light from the shore went
to the eastward. worked, nearly
to the high land towards Sunset
we raised a bowhead and chased him
by risings. and here we lost sight of him.
at 10 A.M. (or near as I can judge) we
fell in with the other boat just
over the island had seen nothing
day. at night we had worked back
far up the river we were ashore and stayed
throughout. Our boat being then from
Kuturaff. Mr. Jackson brought us both
at and near in our ears was above all

18th this day commenced with a light air
and cloudy weather. wind from the southward
and eastward. this afternoon went back
our old station after an absence of four

The day commenced with a shower of
 rain. This morning the weather was
 open to the south - and so aboard of the
 Ketchikan. At about 3 PM. the day became
 fair and then we took down and then
 he. for as he was. blasted up some
 wind blowing ahead. we were obliged to
 anchor. and then warp him in
 after dark. when we pointed our anchor. for
 last one yesterday. down of the point. with
 some coal and disagreeable. the top
 of the mountains being covered with snow.

Jan 28th this day commenced with a
 light air. at noon the whole party
 went to the ice up to the old station. at
 10 PM. took of the blubber with the
 of that cover him and used his head at night
 commenced to boil standing. boabowie through
 the night.

Jan 29th this day commenced with a light
 air from the Westward. calmed out the wind
 at 11 AM. and finished melting in the ice
 at this low water. in the morning through the
 in boiling. we find the ash was poor
 and it is hard work to make them
 fly light.

Jan 29th this day commenced with
 a few drops of rain. air very light in
 the morning. the top of the mountains
 have been covered with snow since the
 26 of this month. employed boiling.

March 30th this day commenced with a
 moderate breeze from the Westward and
 boiling. at 11 AM. raised a whale.

phased of our boat and gave ~~last~~ a hand
up with no success

August. They are commenced with a most
large. Mr. Jackson took his boat and
went up to Oceanville Point but saw nothing
worth his boat of the spirit and lost his
motion the more ashore. Saw three
exploded in boiling and scraping
near a night too late sails in sight
missing from the Southward. One of them
sailing. latter part strong breeze from
astward

I left this day commenced with a
 heavy fog from about 11 A.M. and continued
 most of this day. I took the boat this
 morning and went across a cross to the
 fair land and brought copies of the
 book were traveling from Journal from
 Tobystown. This morning there was
 a severe frost raised snow be-
 coming a large bare snow on dusting
 this afternoon say one of them started
 look for him but could not see him
 employed the fore part of this day
 copying the oil and scraping the
 same. But very much to be with
 the work.

And this day commenced with a storm
foggy. started this morning for Deception
Island about two miles from the island we
found two whales chased them about two hours
and then gave them up. The vessel
went on to Iqaluk and stopped all night.

2nd This day course was made quite a light
by going N. westerly. After this morning

South for the island. but saw no whale
on our way down. came ashore and got on
river. but as our boat was so bad that
it was not in the boats in the afternoon
with part very light.

June 5th this day commenced with a
breeze and thick fog. middle and latter
part more light. at night more rain
since then. two ships were laying anchor
in the S. part of the island.

June 6th this day commenced with a
breeze and steady rain. at 5 P.M. raised from
whale. chased them a short time but with
no success.

Moncy and June 7th this day
are very pleasant. they seem very much
like spring. went up to George's with
with the boats saw whales each
days: in the morning the wind was
from the south and east and
and the latter part of the day the wind
came from the southward and westward.
This morning (on the 7th) the ship left
and Baya Pouch. for the time we were
visited by Capt. Thompson. who also
by a boat of Dyke's which came here
after the flukes for food.

Monday 8th this day commenced with
a thick cloudy weather. went up to George's
river. it came in thick and dense. back
again. and brought a boat of food
was back at night.

whales during the day and when we were
 seen we saw a north Pass which was
 of very fine but at last the weather of

July 16th this day commenced with a strong
 wind. went up to Greenall the day but
 saw nothing. arrived the day is about 11 AM
 the more when the day and yesterday
 had been employed in procuring coal

July 17th this day commenced with
 light breeze from the Southward and
 toward saw three whales the day at 4 AM
 the Bark Midas arrived here five whales the
 season. small and rather fair light. but

July 18th this day commenced with a strong
 wind and a heavy sea. the Midas this morning
 got about a tierce of bread. and had
 found of her a barrel of Salsiccia in 4
 barrels. put with animal to do with
 the a dose of calomel & oil. have not
 seen the whale. latter part fresh breeze

July 19th this day commenced with a
 of fresh breeze. two sails were hoisted to go
 to the north. with light wind. the bark Midas
 the inside of the island. and the Ship Chip
 some. middle part narrow. latter part moderate
 quite smooth to day

Labrics. Island. Sept 14. 18
 Spent the day as usual and with a
 heavy fog. The fog was so thick that
 nothing could be seen up to the mountain. The
 fog was so thick with the fog of a day.

Sept 15th this day commenced with a light
 fog from the morning and continued
 clear in the afternoon of the island.
 the latter part. went out at 10 o'clock
 in order to shoot a bear.

Sept 16th this day commenced with a light
 fog. went up to the river to see
 saw nothing. at night. spent ashore and
 all night. heard of the Sharon. four whales

Sept 17th this day commenced with a
 fog from the morning. at about 11 AM. the
 Sharon left. the doctor. the Capt. came
 ashore and there went one boat ashore and
 there went down for Dr. & Dr. & Dr. and as
 the fog was so thick they did not
 be back with the Captain.

Sept 18th this day commenced with a
 fog. went up to the mountain. saw one
 whale. no other. George. leading
 Mr. Jackson's boat. Mr. Jackson came back
 to day from the boat.

Sept 19th this day commenced with a
 strong fog. went up to the mountain to
 see nothing. latter part quite a
 fog. the Capt. came back to day. at night
 I went out back of the Sharon and
 back and was back to the boat.

the ship on the 14th of the ship the barometer
was low from the high ice this season.

On the 15th day commenced with a light breeze
and the wind and light the ice was at a distance
of 100 yds. and low ice was seen. By 10 o'clock the
ice being so soft the ship getting water was
getting worse. So the Capt. lightening part
of the barometer of the ship.

On the 16th day commenced with a light
breeze and the ice was from the ship and the
the barometer. and then we all took of the
ice and being Capt. being and the barometer
took a bag with 48 pounds a bag. and
of some on a chest of ice and what
the I don't know the cooper is employed
in shipping the ice. and the barometer
and of the ship in storing some water
and getting of nothing left of water.
The morning the barometer the first
time of the ship left us and went on
and of the ship the barometer.

On the 17th day commenced with
a light breeze from about E.N.E. with
in the course of the day we stored some
water. and got the Starboard anchor
made to be go. with and later part
of the day. On the 18th the barometer
arrived here with or this season
Capt. being to the barometer.

The 2nd the day commenced with a strong
breeze from about S.E. which had more
moderate effect in slowing down the
oil which came from ashore. Each second
in the main hatch and the remainder
we in kept between decks the same pipes
that came from ashore. I believe that there
are 11 barrels besides one pipe that we took
along with.

Through the latter day, however, we were
equally active. Thick and cloudy overboard
with a heavy swell and wind. About 5
the mail of the Waverlet has been
boarded us most of the day gunning.

The 25th the day commenced with a
fresh breeze from the eastward. About 11
we were shipwrecked with her. The ship
was round in all the point of the day
around.

The 26th the day commenced with a strong
breeze from about S.E. blowing very strong
in squalls and with rain. At 3 P.M. sent a
boat ashore and brought Mr. Stratton and
other of the George's crew.

The 27th the day commenced with a
moderate breeze from the north. About 11
the ship was shipwrecked. The ship had
put on a new sail in the morning and
put on a new sail in the morning. The ship
was shipwrecked. The ship had put on a
new sail in the morning. The ship was
shipwrecked. The ship had put on a new
sail in the morning. The ship was shipwrecked.

The 28th the day commenced with a
moderate breeze from the north. About 11
the ship was shipwrecked. The ship had
put on a new sail in the morning. The ship
was shipwrecked. The ship had put on a
new sail in the morning. The ship was
shipwrecked. The ship had put on a new
sail in the morning. The ship was shipwrecked.

28th this day commenced with a light
 breeze from the north-east. The wind changed to
 in evening of which we went. The ship
 two boats moved from the shore. The
 to them a new platform used part of hull
 one not seen of it for weeks in the (strong)
 to them the same the following day.

29th this day commenced with a light
 breeze from the north-east. The wind changed to
 in evening of which we went. The ship
 two boats moved from the shore. The
 to them a new platform used part of hull
 one not seen of it for weeks in the (strong)
 to them the same the following day.

30th this day commenced with a light
 breeze from the north-east. The wind changed to
 in evening of which we went. The ship
 two boats moved from the shore. The
 to them a new platform used part of hull
 one not seen of it for weeks in the (strong)
 to them the same the following day.

The masted vessel Ship Sharon
 and James Brown and William
 (Seamen) and each of the
 with one of the girls by the side and then
 followed Capt. S. B. King. bearing a
 (seem to say the Bible) to witness
 as follows (as was a former vessel) then we
 have brought of these women and said
 that if they were carried ashore that they will
 be sold then will sell the girls there
 and then there own and then I asked
 (some of them of the name of Linn. I remember
 replied yes Sir and I have got a wife to
 it with they was so then said to join there
 weight hands together which they did in
 then he asked James if he would say
 Thimoth to be his lawful wife which he
 said yes then he asked the worst the same
 a wife answered yes. but Thimoth answered yes
 the same as he said in his old woman
 said then they tied the Book and all was
 over. the Captain told us that he should give
 his statement to them until we went
 to islands or some other place where he could
 send them, it is very true that the inhabi-
 tants are very short of provisions and will
 hardly enough to sustain life through this
 long winter (employed the latter part
 of the forenoon in making up the provisions
 and about 2 or 3 P.M. went up and then
 the wind heading to the north and we
 with the larboard tack aboard wind
 the within and westward nearly about

On Oct 1st these 24 hours commenced with
 a violent squall and continued so through the
 day some ^{light} rain along side of us.

apt of B. King Oct 6, 1814. North Pacific
 we are now in the harbor of the Sandwich Islands
 and have from the mainland. Latitude
 168 05 - 6

19th this day commenced with a fresh breeze
 from the S. with an S.W. wind. at 11 AM
 we left the harbor of the Sandwich Islands and
 were carrying for it. wind varying from the
 S.W. to the S. with a light breeze. at 11 AM
 we left the harbor of the Sandwich Islands

on 10th this day commenced with a moderate
 breeze from the S.W. with a light breeze.
 at 11 AM we left the harbor of the Sandwich Islands
 and were carrying for it. wind varying from the
 S.W. to the S. with a light breeze. at 11 AM
 we left the harbor of the Sandwich Islands

on 11th this day commenced with a light
 breeze from the S.W. with a light breeze.
 at 11 AM we left the harbor of the Sandwich Islands
 and were carrying for it. wind varying from the
 S.W. to the S. with a light breeze. at 11 AM
 we left the harbor of the Sandwich Islands

on 12th this day commenced with a light
 breeze from the S.W. with a light breeze.
 at 11 AM we left the harbor of the Sandwich Islands
 and were carrying for it. wind varying from the
 S.W. to the S. with a light breeze. at 11 AM
 we left the harbor of the Sandwich Islands

on 13th this day commenced with a light
 breeze from the S.W. with a light breeze.
 at 11 AM we left the harbor of the Sandwich Islands
 and were carrying for it. wind varying from the
 S.W. to the S. with a light breeze. at 11 AM
 we left the harbor of the Sandwich Islands

commenced to make sail at 8 AM. made
 1/2 m. and 1/2 m. employed the fore part
 of the day in making our green water... at 1 PM
 we took the topsails and took in
 the 1/2 m. and the 1/2 m. and 1/2 m. sail.

Long

The 14th these 24 hours commenced with a strong
 breeze under double reefed topsails. at made
 sail at 8 AM. 1/2 m. 1/2 m. 1/2 m. a very heavy sea
 running to the southward. wind for the south
 and westward. 1/2 m. 1/2 m. 1/2 m. Lat 47, 1/2 m.

Long 1771, 25-77

The 15th these 24 hours commenced with a strong
 breeze. sail set with a heavy sea on. wind
 about S.W. steering E by S. employed through
 the day in scraping down at 4 PM. took in
 the 1/2 m. and 1/2 m. and 1/2 m. sail. the
 ship heading about S. E. wind S. E. by E. at
 1/2 m. 1/2 m. 1/2 m. the 1/2 m. 1/2 m. 1/2 m.
 ship heading S. E. by E. at 6 PM. wind S. E. by E.
 1/2 m. 1/2 m. 1/2 m. the 1/2 m. 1/2 m. 1/2 m.
 if a heavy 1/2 m. 1/2 m. 1/2 m. at hand. wind
 took in the 1/2 m. 1/2 m. 1/2 m. at 9 PM. double
 1/2 m. 1/2 m. 1/2 m. topsails. wind S. E. by E. at
 11 PM. commenced to breeze. steering S. E.
 Lat 45 1/2 m. 1/2 m. Long 1771, 26-77

Lat 16th this day commenced with a strong
 gale. under double reefed fore and mizzen
 single reefed M. courses and jib. at 12 noon
 the gale struck us. commenced to take in sail. wind
 then shifted at hand. clouds up very early. wind
 1/2 m. 1/2 m. 1/2 m. the 1/2 m. 1/2 m. 1/2 m.
 1/2 m. 1/2 m. 1/2 m. the 1/2 m. 1/2 m. 1/2 m.
 1/2 m. 1/2 m. 1/2 m. the 1/2 m. 1/2 m. 1/2 m.
 at 4 PM. kept to 1/2 m. before the wind. long
 the 1/2 m. 1/2 m. 1/2 m. a close reefed M. 1/2 m.

at ship coming down wind a high sea
rising steering E.S.E. wind moderate light
with a double bar top sail at 8.45 AM
at 9 AM the M.S. G. sail wind rather strong
with cloudy weather sea going down fast
at 10 AM the M.S. G. sail wind rather strong

at 11 AM the M.S. G. sail wind rather strong
at 12 PM the M.S. G. sail wind rather strong
at 1 PM the M.S. G. sail wind rather strong
at 2 PM the M.S. G. sail wind rather strong
at 3 PM the M.S. G. sail wind rather strong
at 4 PM the M.S. G. sail wind rather strong
at 5 PM the M.S. G. sail wind rather strong
at 6 PM the M.S. G. sail wind rather strong
at 7 PM the M.S. G. sail wind rather strong
at 8 PM the M.S. G. sail wind rather strong
at 9 PM the M.S. G. sail wind rather strong
at 10 PM the M.S. G. sail wind rather strong
at 11 PM the M.S. G. sail wind rather strong
at 12 AM the M.S. G. sail wind rather strong

at 1 PM the M.S. G. sail wind rather strong
at 2 PM the M.S. G. sail wind rather strong
at 3 PM the M.S. G. sail wind rather strong
at 4 PM the M.S. G. sail wind rather strong
at 5 PM the M.S. G. sail wind rather strong
at 6 PM the M.S. G. sail wind rather strong
at 7 PM the M.S. G. sail wind rather strong
at 8 PM the M.S. G. sail wind rather strong
at 9 PM the M.S. G. sail wind rather strong
at 10 PM the M.S. G. sail wind rather strong
at 11 PM the M.S. G. sail wind rather strong
at 12 AM the M.S. G. sail wind rather strong

at 1 PM the M.S. G. sail wind rather strong
at 2 PM the M.S. G. sail wind rather strong
at 3 PM the M.S. G. sail wind rather strong
at 4 PM the M.S. G. sail wind rather strong
at 5 PM the M.S. G. sail wind rather strong
at 6 PM the M.S. G. sail wind rather strong
at 7 PM the M.S. G. sail wind rather strong
at 8 PM the M.S. G. sail wind rather strong
at 9 PM the M.S. G. sail wind rather strong
at 10 PM the M.S. G. sail wind rather strong
at 11 PM the M.S. G. sail wind rather strong
at 12 AM the M.S. G. sail wind rather strong

The 28th commenced with a moderate breeze. all sail set. wind about
 S by E. by E. by N. employed the fore
 and the main and fore boat out. and in the
 remainder of the day in making out
 water. and going of the stinker fore board.
 I have got a bad cough. which makes me
 unable to say more. than were before now
 on the account of sickness. middle wind is
 not a light breeze. yards appear. thin
 appears - to fly away very slowly. so
 that

At 11 o'clock

The 29th commenced with a moderate
 breeze. all sail set. wind about S by E. by S. wind
 about S by E. by S. employed the fore
 The day in washing fore and the late
 part in drying it. latter part - strong

Long 24th or 25th

The 29th and the 24th commenced
 with a fresh breeze. all sail set. steering
 S by E. by S. wind fore and middle part S by
 S by E. employed. through the day in
 out about the mainmast and making
 the weather grows warmer fast. the clouds
 commence to look like the trade.

Lat 24 00 Long 15 55 35 W

The 30th commenced with a light
 breeze. all sail set. steering S by E. by S. the
 sails in light. middle and latter part wind
 very light. at 4 P.M. took in the mainmast
 hauled to the southward and eastward. at 10
 ship heading about E. on the star board

Lat

At 11 o'clock

The 31st commenced with a
 light breeze. took in the fore mast
 at 9.20 A.M. took in the fore mast

and having at 2 1/2 all out at 4 1/2
 while the crew was unloading
 the 1st and 2nd and myself and right
 ship on board of the "Young Fisher"
 in morning a snow broke the charge of
 it whilst saying in port point

and this day commenced with a light
 ship clear and move daily. employed
 day in taking a snow around
 the things in the cabin. come more
 day to board at the Sakers
 once

being employed to do so in cutting
 in the said regging pieces.

at 3. my place employed to do so in
 being alone the logwood sails. after
 where that this morning the harbor
 master came on board and brought a lot of
 and a new warp as up to the side
 side of the case. Had Hawk. and to
 charge the oil

on 6th this day commenced very snow
 over ashore. this morning and then
 till evening attended service. time
 accompanied by William. I thought
 that employed to do so in setting down
 the wood courses and storing them
 in the cabin. at night washed
 the stove had several musketeers
 with the day. on the 6th the Hawk
 could store and moved in
 and moved along in
 in the afternoon come out
 make out the oil with the alkali
 white water and 10. the water

Honolulu Nov 21 1856.

Mr 9 employed to do in. brass in. and
oil with the help of Mr. or Mr. or Mr.
the 10 and 11 employed the same.

Sat this morning came one need to
to save the wood up from the low boat
at 10 past 10. The harbor master came
up and hauled the ship up and some
for carrying the best lower out astern
in not get time to do to go ashore
after our dinner but eat party at supper
time.

Sun 14 this day commenced with a
summer like day. attended the meeting
to start evening the Chaplain of the
English mission preached with both
the morning the best to me at
Mr Pitts and the V. read in Hebrew
was in prayer. it being very solemn
& since I last heard ~~the~~ a solemn voice
in prayer.

Mon 15 this morning went down
to a new and some supply of
spirit till the board of the Governor
Farmer. bound to San Francisco
employed to the latter part of the day
in clearing out the main house
was carrying the ship off on the
way. Mr. Messing William Spencer
spent the evening with me on the
old ship shore.

Tues 16 this day commenced with a
summer like day. employed to do in
clearing out the main house and other
work. That is the day have been
employed in clearing out the main

Remarks on board of the 151

and ten. and making an anchor. Long
while we were in the harbor. The
boats went out to sea in the morning
and a few people with me went fishing.
Ship for the river that is within six
miles. and the latter part in getting the
water with salt water. and the
we paid about 50 barrels of pork for the
travelling to bring her down. by the
way of the river. and we did not see
any more of the river.

Jan 19th employed to see the fishing
boats and seeing the long. boats
in the harbor. and we went to the
harbor. and the boats. and we had a long
time. Jan 20th employed to day
baking out the after. had all the
up and working. opened the cash. and
and out what they contained. and
had to rise the clock. runner. at night
we went to the with the bell. and the boats
and saw with some water. he soaked
completely out of the head. and the
had to put into another but this time
second night. that we have left
the ship under on ship duty.

Jan 21st this we were moving
eased and continued so through
the day. attended service three times in
and the Sabbath school. at the school
enjoyed myself very much. it had
a very nice up to you again.

Jan 22nd we have the fore part of the
in slow down the harbor. and the
such as deep water. and part
of the after part. and the

The Mill. Ten Bough

on the lower deck. proceeded on the Starboard side. at night came aboard and were a little

Seven employed the fore part of the day in mending the shot chocks and heads ashore in a scow in order to get them set up for stowing. In the middle part heaving out the bottom and stowing back again.

Then we employed the fore and middle part of the day in taking account of the stores. The fore part kept the remaining fore and middle part in stripping down the fore timber frame of deck. The latter part of the day of the fore part came aboard and took the haul and carried Mr. Mason's things on board of his own ship as he has left us to day and gone and English Barge.

Then we employed the fore part in setting up a little rigging and carrying a boatload of dirt up and clearing up about decks. The latter part employed in washing of the fore part side of ship outside. This being the first day since we sailed from home.

Aug. 26. & 27. employed these two days in washing the ship outside. Three of us to work.

Sept. 24. The day was much very fine. This day was spent on the friendly ship at on board the Bark Christ. helping Capt. Mason make out a inventory of the stores in the fore part of the ship.

Dear

How is it that you have not
 written from your home since
 I wrote you last week? I am
 sure that you are well.

It is a right to the right light
 to find a watered eye
 Just over the massive the
 bath marked the change of the air
 by water and was to flow

How is it that you have not
 written from your home since
 I wrote you last week? I am
 sure that you are well.

It is a right to the right light
 to find a watered eye
 Just over the massive the
 bath marked the change of the air
 by water and was to flow

How is it that you have not
 written from your home since
 I wrote you last week? I am
 sure that you are well.

Salutation to the 18th 1857.

George S. Bowman, Doer to ship shares

March 1st 1859 \$5.00 per share \$5.00

Feb 12th = \$5.00 = 5

Feb 11th = \$5.00 = 5

on March 14th \$5.00 = 5

= 21st. to \$3. two in cash and 2

March 14th: for 1000 lbs of tobacco

21st to 22nd for 1000 lbs of tobacco

one under 1000 lbs. for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

for 1000 lbs of tobacco

34.50
12 41

Clarence and several of different parts of the Shire
 left San Francisco Nov 25. arrived at Salcedo
 March 12. 1856. Cleared April 1st. Arrived at
 Salcedo March 1st. Cleared on the 19th. Arrived at
 Honolulu on the 20th. Cleared the same day
 and left for the South Sea Islands on the 24th.
 Arrived at the anchorage in Jarvis Bay Aug 21st.
 Took up and started for the Southern part
 of the Sea arrived at Jarvis Bay Aug 21. and
 left the 22, arrived the 23 at Mirou Bay 23.
 Then off Mirou Bay Sept 1 and Sept 2
 then left on the 4. entered the S. H. Bay
 on the 12 of Sept on the 25 left for
 the Cook's Sea. Cleared 5th 1856 came through
 the Straits into the Pacific.

Arrived at Honolulu November 1st. and
 cleared at Huahine Dec 5 1856.

Cleared on the 11th of December the first time
 arrived at Huahine the second time Dec 11.
 Cleared on the 24th. arrived Nov the third time Jan 14
 cleared on the 15th 1857. arrived the fourth time Jan 15
 cleared on the 20th 1857. Arrived at Salcedo
 Sept 26th 1857. Cleared March 13th. arrived at Honolulu
 March 15th. Cleared on the 15th 1857. April 19 entered
 the Cook's Sea. entered Jarvis Bay
 Dec 1st. arrived on shore on Fabius island
 Dec 17th. Arrived at the Shore to Fabius
 islands on the south. Sept 10th 1858 arrived
 Fabius island for the Sandwich I. 30th of Sept

On Board Ship Sharon is
 to see. There was a very high tide
 the tide was so low that it was impossible
 to float a boat up there. rather a strong
 breeze and some rain and came a heavy
 middle and latter part very rains and
 very hard squalls of wind. The sailors
 overboard and cast away the bridges,
 Sailors employed the fore part of the day
 in drying the lines, cutting fathoms on the
 middle and latter part washing out the
 and making some the timber work
 to work to day.

Sun 19th this morning quite a breeze
 the Ship Fortuna arrived here from the
 and bringing the mail, but no letters
 me, attended the Bethel twice to day and
 Methodist Church once.

Mon 20th this day to go in painting
 in the cabin of the ships walls. Monday
 was not employed (mailed one letter and
 to day in washing out the stateroom and
 painting it a little. We heard this morn-
 ing a boat load of chips and shavings of
 and then went ashore and got 6 barrels
 of tar, and then in the evening
 some other and got a three fathom line
 on the stern mooring and hauled it
 taught. employed the latter part of
 painting a little and cleaning up of
 the carpenters.

Tuesday employed the fore part of the
 to in the fore part of the ship. and
 put a new board in the fore part of the
 at where it comes to itself too. the cut
 the latter part washing down the
 and putting the boards on the
 and the

[illegible]

354

Quality

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109	91	228	
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	15	140	
	16	204	
	16	211	
	19	269	
	16	156	SC
	17	154	IV
	17	125	IV
	19	271	IV
	20	137	RIV
	21	234	
	22	196	
	23	264	SC
	24	255	RW
	25	144	
	26	244	
	27	359	SC
	28	133	II
	28	260	II
	30	264	
	31	224	RIV
	32	196	
	33	230	
	33	263	
	33	234	
	34	293	
	37	344	
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	44	256	RIV
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	46	146	
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	48	173	

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		264	
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	57	211	
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	59	268	
	60	244	
	61	239	
	62	217	
	63	213	
	64	134	
	65	141	
	66	156	
	67	164	
	68	161	
	69	217	
	70	212	
	71	225	
	72	196	
	73	223	
	74	224	
	75	158	
	80	153	
	81	157	
	82	172	
	83	266	SC
	84	294	II
	85	196	II
	86	164	II
	87	171	II
	88	174	II
	89	230	RW
	90	251	SC
	91	707	RW
	92	93	
	93		

29. Pack bags of Brass Brace 165
marked S. SHARON in Brand
No. 3886
a paper of weight of brass was
found the weight of brass
on the ship's stores

1857. This 315, that I have
found a paper of 13, the
weight of brass, the weight of brass
found from Capt. Waterman's clerk
No. 3886, according to Capt. Sharpe

1857

the 21 the Cook brought of his
bags or rather brought his things
board of the Sparrow at about 10 o'clock

St. Lawrence Pa. Spring 1841

1841
1842
1843
1844
1845

Diary of the

Basin
Gifford

Jefferson
Gifford

Lawrence

New Bedford

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Handwritten text at the top of the page, possibly a title or header, including the word "Journal" and "1827".

1
The Sharon of Fair Haven May 1855
now Commanded by Capt. Swift of 5th
regiment is a old Bugle

J. M. Curran Dec 21st

Ship, General Ship, Shore
 high, low of the water, which
 which will give you an idea of the
 which is a short account of what has been
 and then I will give you the
 position of the ship, and the
 of making land, and then I will
 all entering Straits, Gulf, Sea of
 Caspian, and also taking our part
 from there, and also giving a short
 account of what is going on at
 present, which will give you the

Ship Tharoon. Honolulu. Feb 24th 1856
 24th This day commenced raining
 and continuing so through the day. The first
 steamer of Glasgow and the Bark
 Adelaide arrived here today. The bark from
 Panama and brought the same. The
 Adelaide was 21 days ^{longer} from San Francisco

25th This day commenced with raining
 quite fast and heavy. At 11 AM
 the bark and steamer arrived. After
 a shower of rain, and I found here
 a number of people, and then went
 on to the boat. After some time
 disappointed in not finding any firm
 one, I found one from Tahiti
 at 2 PM on 5th 1856. I am on board and
 immediately answered it.

26th This day commenced quite fine
 and clear. Some part of the day in helping
 Carpenter ship and inside the Winless
 rigging in the rigging. Lay
 some ropes sweep of decks and so forth
 evening much. Mrs. Grant a visit a
 man of service at Fifty. who has been
 the last now is recovering. He also sent
 parcel of Trunks to the per use of the
 ship to distribute to the Hospital.
 some say it very much during my
 stay at the ship. Some other composition
 in the plates ashore and also one
 day previous to this making 16 in all

on 27th This commenced very fine
 thing worth of notice to day.

on 28th This day with some weather
 and some rain. The ship arrived and
 winter from shore helping us (for
 some time) and the ship arrived. The
 ship arrived. The ship arrived. The ship arrived.

Ship Tharoon. Honolulu. Feb
(a Dutch brig) where I found one of our
shipmates, formerly of the Hopbush, and the
Ship Rumbler of Boston, from California
with the mail. I was very much disappointed
in not finding a letter from Mrs. A.
I received 15 letters of which I received 10.

March 1st & 2nd I was employed
two days in painting the inside of the
one painter helping us. at about 8 PM the
Rumbler sailed for Jarvis Island after
leaving of Guano on Sunday. The vessel
was cared to the Hospital and to night
went up there and cared him some close and
found him very sick.

The 3rd employed to do in painting
inside cover the second time. painting
rail and plankwork white and the
very bottom at 1 PM. brought a box of
the of white lead from J. Spencer.

The 4th employed to do in painting
the day previous as two boatsteers and one
painter from shore. to do some work
on the ship (who is at the Hospital)
Boat of the Morning Star at night the painter
took his brushes and went ashore. leaving
worked five days this week.

Sat 5th employed to do in painting
iron staves and all of the brass black
and then primed the hull all over and
clean up deck. a little work was done
it was time to quit. for it is rather
general of work here at night on Sunday.

Evening this day commenced very pleasant
weather. the morning and afternoon of the
B. the boat was left and came aboard, one of
the boat's men and put some of the
work in the state. visited the Hospital and

board Ship Sharon Capt. Mr. Swift
employed this morning in painting
the bucket. at 10 AM. we moved to rain
water. having the after
we painted cream color outside and
the main bucket in paint of lead
whaler arriving frequently the Pack
replied for the day. at about 7 PM.
Ship Sea serpent. arrived from San Francisco
th the Co. mail.

employed this morning in painting
after "Hornet" deck. and then piled up a
lot of oil for a Mr. Coal. he having been
previous. at 1.25 PM. he sent
a part of the oil in wrapping the
the oil. the day. the mail arrived in the
evening attended the class, engaged myself
much. and have left very much more
in mind for the last few days. Capt
Swift has not been on board to day. the day
was fair. a little rather cold. (we got here
on the South Sea coast of New Haven about
24. 1854.) so ends the day. at 10 PM. we
came along side.

at 11 AM. having the things in mind
we the ship. and replaced the things. at 1. PM. brought
from the tin snare giving two speckles, give
two large and three small
one square pan two tea-bellies
one soap powder, in tin plate, two
basins, two knife cutters. I've also bought
two lanterns that had been repaired. at 10 AM
of box of Preserved meat. two dog cans &
the canisters (one) & the other but nothing
at 11. said of a parcel of dirt up on the
11th this morning went a lion up the
hill. and commenced to cut of wood
short distance to bring it in order to

Remarks on Board Ship
to load it, brought of fire wood during
the day, and the heavy rain the day before
at night covered up the decks, and washed up
all the M. & C. boards, blew away much through
the day and portion of the night the wind
was very heavy although not so strong
in length, and the dust and dirt was
intolerable

By 11th. went ashore this morning and found
of a load of Ship stores, viz 150 lbs of corn, 100 lbs
two hoes of leather, 1 Hoe, about 200 lbs of cotton
100 lbs of gun, 1 coil of lance warp 2 cabin lamps, 1
saw, 100 lbs of sugar, 1 barrel of flour, 1
chest of Tea, 1 chopping knife, one box of ginger,
one box of rice, one box of sugar, one box of
of island sugar, and two small bags of brown
4 bags of coffee, weight one ^{one} 7.92 lbs one 100, one
100 one 100 lbs, a small bag of rice, one box of
sugar, 1 box of Superior Corn, 1 box of
Rice, 4 bags of mottled Sealed meats, each
containing two Dr. candles each, also a small
mackerel, 1 box of butter, 1 box of sugar, and
a quantity of sail needles, 1.40 lbs. received on
the 11th. 100 lbs. (small) 1 box of black powder, one bag
one) one set of row lock, 1 box of sugar, 1 box of
sugar of tacks, two flag trunks, 1 box of
of soap, the bags of Butter, two bags of salt
130 lbs of sugar, 1 box of sugar, 1 box of
of sugar, 1 box of sugar, 1 box of sugar, 1 box of
bag of sugar, 1 box of sugar, 1 box of sugar, 1 box of
the quantity of powder, one bag of sugar, 1 box of
the help of two boatmen, at 10 AM. went on
the Bark Florence and got our table and
got in the main hatch, broke out
a little and some doors in the fore hold and
over the bow of the deck, making
preparations to fill these water again as
quite a quantity of water has leaked out of the
last two bags of butter in each with two

9 Ship Tharion Honolulu March
arrived at the Sir Francis and
bought of the Surge.

I was 18th and found the sea flat as the wind
taking; the rigging down and pulling
in the ship - place at 10 AM. The British
C. Hardy came on board and helped me to
repair up the ~~last~~ fore cabin. I was a
little sick at that time. A small party
of about 10 people of the ship arrived
a set of rowlocks from J. Spencer. At 11
received a letter from home dated 17th.
Robert L. asked to stay having a room

The 16th of this morning the Lord of the
 & Cook were aboard. At 1 PM. Mr
 and on board and brought up the anchor
 took out the sails and sent the crew
 Main Top sail and Mr. J. G. Hunt and
 very squall with rain. Through the day
 at 4 PM. took out one bar of iron
 some iron and materials at night
 the British vessel. This day the 16th
 the delays quite far S. S. Line and
 the ship that would arrive from S. S.
 the evening very stormy although
 the moon

[illegible]

Miss Sharon Capt. G. H. Swift

14. In this morning Mr. L. in his car took
to 7 clappers but the first lap was over at
the 10th gauge, and I back to 3 PM.
at the race of Satmore. where, we were quite
in the

[illegible]

on 20th this commenced with a
big breeze, the temperature came up
to 60° and we fitted some seals
and into the Sarsaparilla. Traces were
seen through the day, this morning
the temperature back to 40° and the
poor rowlocks was gone and also
on 21st at 6:40 AM the first trace
of a lot of traces & some seals, but
no good oil although short.

On 21st Nov day even covered with a
fine mist. At 4.15 PM. went on foot to
see at a house of some of the

Nov 21, 18

Ship *Sharon*. bound from Honolulu to Cape Horn
 put on board 9 one cask of oil, and two barrels
 — one rice. then went to the Custom House
 and up one tier up — paid a duty of
 at 12.30 left. passed up Cape Henry Light
 and at 11.45. the light-house was bound
 from the "Cape" at about one o'clock. the
 master came on board and we hoisted up
 and when the pilot came on board we
 out under three topsails, strong breeze from
 the north. about eight o'clock. when we
 we took the harbor anchor of an the
 after we came out on the courses. at about
 then weather was picked out the boatmen.
 and now in the harbor watch and
 in the afternoon. doubled round the
 and light eight the night. with the
 more moderate. the harbor watch having
 the light-house out.

Found at the twenty four hours
 with a logwood barge. sharp and the
 up with the boat. of 5 cwt. being
 I made fast the jell stay, and the
 jell was in. during the day. and
 it at 11.30. set it up. and set the jell
 starting mast heads during the day. and
 up the mast with the mast. which
 down a rope was sent from mast
 and now have two ladies on board. Mrs. S.
 and Miss S. back with at 5.30. home set
 of water from between deck. for the 21st
 I went before the ~~town~~ Corisif, and
 had my log altered, and Roberts was
 also altered. Mr. S. took the
 watch. during the afternoon. set up
 for new main. Logwood was suggesting. but
 gas-burner was taken the 21st 3 & 4 in

the 23rd this we were surrounded with a
 of water in all the directions. and
 the sea was up to the deck. and was on a
 of water. and was a great deal of
 and back and forth. and was a great deal of

Mar 23rd 12

up Thoreau. found them bound to Cyphus
... quite sea sick to day at 6 PM. the
... seem quite like home, all sail set steering on
... sometimes on tack and sometimes on the
... heading to the Eastward. middle and latter
... make the same. Lat 19. 17 N

Long

24th these 24 hours commenced with a light
... in setting up crigging the boatmen
... and irons and setting them up. we are
... about twenty five miles distant from the
... that we are bound, the atmosphere is very
... middle and latter part much lighter
... first part - Lat 19. 17 N

Long

25th these 24 hours commenced with
... the sea is
... with fresh water. with part setting
... the sea is very calm. the boatmen
... the one that started back. the boatmen
... with his back. the boatmen
... of the boatmen complain of swollen feet
... much. middle and latter part calm
... the first part. still heading nearly
... part of the voyage. the sea is very
... caused probably by the motion of the
... Lat 19. 18 N

Long

Webb

26th, then down your boat. we were
... a rain. except it to be working in
... set up the sea is very calm. the boatmen
... at 5 PM. a small wave
... in the boat. in a day or two of
... a tub. cover down 300 gallons of water
... water. latter, can come to the same
... Lat 19. 18 N

Sun 28th. Still toward hours calm in sea
 a calm. at 2 AM. took a breeze and we
 at 3 AM. made the land (Oceania) a light
 mist of the sea. low sail in sight. soon
 more way with us. at 5 AM. took in the
 sail. and hauled up the covers. at 7 AM. took
 down at 8 AM. raised the light from the water.
 Local St. George

Mon 29th. This 24 hours calm continued with
 light breeze. at 4 AM. a calm. at 4 AM. we
 all sail. at 6 AM. hoard away the Starboard
 and the fore office man. including
 myself. and the back crew. in a boat off
 going. we were very much refreshed with
 large table of food with some fruit. and
 much some of in the boat. and then
 one mile off shore. and saw the ship at a
 distance (perhaps 20 miles) turned the boat
 around and went ashore again. and stay
 night with an old ship mate. to the
 of Sun. (By the way of the Thar) was
 with a team of horses. both in front and
 all in dragging. so ends. L

Long
 Tues 29th. This morning commenced with
 thick haze with some rain. on the
 they were simplified on board of the ship in
 on the 28th. but after the 28th. we found
 them down in the main hatch. on the
 of the 28th we were there. but the 28th
 including our own. and also the ship.
 the Park. Virron. at 11 AM. the persons
 were taken. and the 28th. the 28th.
 then three boats of us started each for
 ship. we mistook our ship and went
 back of the 28th. a few persons
 were for our ship. when we arrived
 28th. Sun. the 28th. a calm. and
 the 28th. we were in the 28th.

30th. Went down from commencing
 a light breeze, blowing on and off all night.
 5:30 PM. Towed over the bow boat and the
 up coast ashore. at 11 AM. we had all the
 pieces of 90. barrels in all. at 1 PM. we started
 for the bay, during the day we brought
 in sheep and some hogs, & fowl. In middle
 of light breeze. at 1 PM. we were the same
 fortunately for us a light breeze sprang
 so as to stand off shore. otherwise undoubtedly
 we should, had to have made off, but for
 a moderate breeze.

31st. The twenty four hours commencing
 with a moderate breeze, courses hauled up
 in a part of the night. began to work
 with the head yards back. in the light
 the vessel leaving the night. at 5:30 PM.
 we the starboard boat and went ashore to
 where we was. at 1 PM. we the ship
 and headed her in shore. at 11 PM.
 Capt. and Ladies went ashore. in order to
 to the Volcano. taking one of the men
 reward with them. at 12 M. came to
 anchor in 15 fathoms of water. from our
 fathom and let her lay. and played
 latter part of the day we hauled in
 the first made. went ashore. they got
 and they all night. the Berth. The men
 in box to anchor. because to see how
 upon us. how they and the vessel
 caught the Boatsmen taking the water.

April 1st. caught all hands at the
 and were too painting. finished
 at 6 PM. broke our fresh water
 during the fore part of the day made some
 morning started and shank painter.
 latter part employed in getting up the
 rigging. at 1 PM. the first officer
 on board. during the day we were
 on board. at night made good water.

The work ahead of April 2nd 1854
 Sat 2nd. went to sea in morning
 setting up the "mike" or "corriging" at 10 AM
 and of course some weather of which we
 had better than we did on some previous
 occasions. bringing specimens of the lava.
 the weather here is very pleasant with the
 exceptions of a hot sun

Sund 3rd: these last 24 hours have been
 very pleasant. at 10 AM a boat crew came on
 from the bark "Antelope" at 11 AM I took the
 starboard boat and over the Capt and Laid
 where where they enjoyed themselves with
 a horse ride and plucked some oranges
 at 7 PM came on board again standing
 poor watches through the night

Mon 4th. Sat 24 hours came on with
 a light land breeze at 9.30 AM. called in
 hands and gave in answer I stood out at
 land the S. boat used went in shore after
 some provisions and the bark to the same place
 the same purposes. went ashore and found it
 very difficult to land on the account of the
 low water and of obtaining no water. at 11 AM
 took a strong breeze from the South and
 along ship at 12.30 PM. hoisted up the top
 the ship to the top of the mast
 at 2 PM the ship to the top of the mast
 and hoisted up the top of the mast
 being hoisted up. later part of the day

Tues 5th. these 24 hours came on with
 strong breeze at daylight a moderate breeze
 made all sail steady rain all day. put
 up the boat and the water cask on deck.
 at 6 PM saw land at 7 PM. no boat
 until the ship to the top of the mast
 and left to sea the wind at 6 PM. closed
 the S. sail standing poor hours and
 back later part of the day

9 on at Honolulu April 6th 1854
 24 hours work done at 4:30 made all sail set
 saw nothing, middle and latter part light breeze

7th these twenty four hours commenced with
 light breeze employed to day in beating out between
 us at 7 AM raised Weather two points off our lee
 ship working to the north and westward braced
 sharp at 6 PM squared in some wind and
 in part much like the first

8th these 24 hours commenced with a
 light breeze at 3:30 AM. took in all the sail
 I. J. Smith & J. Little at 8 PM two ~~boats~~ boats
 on board from shore at 4:30 the Capt & I
 at shore employed the fore part of the day in
 getting new bolts in the fore topmasts & back-
 stays headstays and set them up at 1 PM the
 wind came from the southward with a swell running
 which carried the ship on her within a
 length of the reef. Hoard four boats and
 sent two home and then we took a
 boat and the boats then came along side
 Perry the second officer being ashore
 went on shore this morning with the
 (10) whilst we were towing of the Capt &
 Thomas Spencer came on board and stayed
 and slept until the boats were along side
 during the afternoon we set the fore
 topmasts wigging on seven ships laying
 and on outside of the reef. I saw with
 my eye the sun was a by the way
 the splinter under the mainmast
 the two lower the day

9th these twenty four hours commenced
 with light breeze wind fair on the sea and then we
 at daylight we were some little distance
 off of Diamond head standing inshore all
 day on deck though the day employed in
 rigging up the main & main topmasts wigging
 and also the back stay. I have seen many
 of the boats in making in a boat with

Ship *Shannon* Capt. M. Smith. On
 at 5 P.M. the Capt. came on board. in a ship he
 sent ashore a piece of iron daves (light ones - some
 that Capt. Thring bought in Talcahuano) at 10
 coiled my line down in the hold at 6 P.M. squared
 the main and kept the ship S.W. at 7 P.M. the
 up wind about N.W. by W. at 8 heard of the loss of
 Ship South Seaman Capt. Norton. on French
 Frigate Shoal, which is situated in N. Sea
 West-Long. she sailed from Honolulu
 on the 10 of March bound to the Chalk Island
 middle and latter part of this day much
 like the fore part. so ends this twenty-four

Sunday 10th this twenty four hours commences
 with a light breeze and continued so through
 the day steering on the wind warbling at
 north and westward. four sails in sight
 the Island of Ataua in the north low and
 Wauhee on our lee quarter. Set

Monday 11th this twenty four hours commences
 with a moderate breeze at 2 P.M. took in
 the light sails and hoisted single reefed
 the main topsail. and at 3 P.M. hauled up
 courses. at 4 P.M. made sail at 11 P.M. took in
 sails. made fast a very strong breeze at 4 P.M.
 M. S. S. and at 6 P.M. in under the
 16 sail. and double reefed the topsails.
 shook out the reef out of the 16. behind. calm
 but moderate breeze

Tuesday 12th this twenty four hours commences
 with a moderate breeze at 2 P.M. we fell in
 at 1 P.M. with the barbed and bow boat. at
 12 P.M. the barbed boat came aboard. at 3 P.M.
 the bow boat came aboard. with about 12 boxes
 of provisions and three last load of 1000
 lbs. of rice of rice and some small stuff. but
 the light breeze so ends this day

Wednesday 13th this twenty four hours commences
 with a moderate breeze at 1 P.M. took in

and to Rodiauk April 17th 1849
 at 10 AM. had gained so on the
 we were unable to land for some
 the Brig Polara from Homer's
 to the Sound, except by means
 of a small boat. The morning the
 boat was working in the sand and
 started in the morning and
 in it being there until one o'clock at which
 the boat had gone from the
 and four hundred to day at the last
 the ship was from about 10 hours
 a number of fowl at 3 PM. The ship
 up to 4 PM. wind about E. the
 part, one vessel with powder. The
 latter part of the day like the first
 at 39.38 to 40.00 at
 24 hours commenced with a
 small breeze all day at which the
 sailing vessel started. The wind about
 10 miles in sight employed to land
 from the morning and getting ready
 for a main top sail, stowed the
 water employed in putting water
 the sail. The vessel could better have
 been like the first or second than
 the first.

at 34.20 AM
 the wind was from the north
 a gentle breeze all day at which the
 vessel started. The day was morning
 morning and getting ready for a
 main top sail. The water employed
 in putting water the sail. The vessel
 could better have been like the first
 or second than the first.

[illegible]

...up the ... up to ... the

... (the rest of the ...)
... (the rest of the ...)

name of the ... 14th ...

the same time of day.

740. H. still a sci. which eggs are

Ans. The day completed, and that
was a $\frac{1}{2}$ day = 12 hours in the week.

18th Decr. Monday May 18th 1844
 The 18th Decr. was a very fine day, with a
 light breeze from the N.W. and a
 clear sky. The sun shone brightly
 from 10 to 12, and the temperature
 was very pleasant. The wind
 was light and variable, and the
 sea was calm. The tide was
 out, and the water was very
 clear. The fish were very
 good, and the weather was
 very fine. The day was
 very pleasant, and the
 weather was very fine. The
 day was very pleasant, and
 the weather was very fine.

Ship *Sharon*, Capt J. H. [unclear]

[Faint, mostly illegible handwritten text, likely a log or journal entry.]

[Faint, mostly illegible handwritten text, likely a log or journal entry.]

[Faint, mostly illegible handwritten text, likely a log or journal entry.]

[Faint, mostly illegible handwritten text, likely a log or journal entry.]

[illegible]

12
 Still the same city, same
 to a great degree. The same
 and, and the same as the
 of the same with the
 of the same for the
 of the same for the

[illegible][illegible]

I am very glad to hear
 that you are all well
 and hope you are all
 happy. I am well and
 hope you are all the same.

Jan 5th 32

At 10:30 AM the snow began to fall and continued until 11:30 AM. The wind was from the north-east and the sea was very rough. The ship was driven back to the shore and the boats were put in. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore.

Jan 6th 32. The snow continued to fall and the wind was from the north-east. The ship was driven back to the shore and the boats were put in. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore.

Jan 7th 32. The snow continued to fall and the wind was from the north-east. The ship was driven back to the shore and the boats were put in. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore.

Jan 8th 32. The snow continued to fall and the wind was from the north-east. The ship was driven back to the shore and the boats were put in. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore. The boats were put in the water and the men were sent to the shore.

The first of the two is a very fine
 specimen of the species, and is
 very similar to the one in the
 collection of the British Museum.
 The second is a very fine specimen
 of the species, and is very similar
 to the one in the collection of the
 British Museum.

the morning along the coast, the wind was
 from the north, and the water was
 very calm. The wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.

At 11 AM the wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.
 The wind was from the north and the water
 was very calm. The wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.

June 17, 1848

At 11 AM the wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.
 The wind was from the north and the water
 was very calm. The wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.

At 11 AM the wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.
 The wind was from the north and the water
 was very calm. The wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.

At 11 AM the wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.
 The wind was from the north and the water
 was very calm. The wind was from the north
 and the water was very calm. The wind was
 from the north and the water was very calm.

[illegible]

The 1st day of the month
 with a strong breeze, with some light rain
 and a continuous drizzle, at 2 PM thick
 fog set in, and the ship was
 in a dangerous position, and
 a boat was sent out to fetch a cable.



The 2nd day of the month
 a very heavy rain, with some
 hail, and a strong breeze, at 11 AM
 the ship was in a dangerous position, and
 a boat was sent out to fetch a cable.

Lat-53° 00' N Long 168° 21' W

The 3rd day of the month
 a very heavy rain, with some
 hail, and a strong breeze, at 11 AM
 the ship was in a dangerous position, and
 a boat was sent out to fetch a cable.

The 4th day of the month
 a very heavy rain, with some
 hail, and a strong breeze, at 11 AM
 the ship was in a dangerous position, and
 a boat was sent out to fetch a cable.

The 5th day of the month
 a very heavy rain, with some
 hail, and a strong breeze, at 11 AM
 the ship was in a dangerous position, and
 a boat was sent out to fetch a cable.

The 6th day of the month
 a very heavy rain, with some
 hail, and a strong breeze, at 11 AM
 the ship was in a dangerous position, and
 a boat was sent out to fetch a cable.

[illegible]

Ship Thetis. Arctic Ocean
 29th Nov. 1881. Had the ship under
 way for the first time. Hands working
 a time. Wind from about 20 to 30
 gusty. Ice at 10 AM. at 11 AM. ice much
 cut. In afternoon it was a calm. At 6 PM
 wind after sunset. Wind was mistaking it
 for a calm. At 10 PM. large quantities of
 ice. At 11 PM. ice light. At 6 PM.

The 29th Nov. 1881. Commenced with a light
 and continued so until 4 PM. and then
 a light breeze. At 10 PM. wind light
 breeze for the first time. At 11 PM. put in
 22 miles. At 12 PM. at 4 PM. so and this
 a calm. To day we riged a rider to the
 boat. The weather here is very bad. The ship
 has been covered with snow. At 11 PM.
 have been working for the day. The weather
 is clear since the 15th of this month.

Dec 30th. This day commenced with a
 mist. and a light breeze. At 11 AM. at 1 PM.
 at 8 PM. clear away. At 11 PM. and we
 shore. After 11 PM. and also to see if we were
 in danger. At 6 PM. the ship came
 anchor. About the sides from shore
 between 10 and 11 PM. the ship was
 along lower 11 PM. the ship was
 with the presence of three Capt. Thetis
 Bunker. I believe that they took
 a look at the boat. and then
 thick fog. At 11 PM. the
 top sail. At 11 PM. broke out
 latter part strong breeze.

26th 11

Ship Albatross. Sailed from Oahu Aug 10. 1881
 and sailed on a and towards 29.01

at 10.00 AM. commenced with a
 breeze. At 11.00 AM. the port part of the
 ship 11.00 AM. passed the Albatross. at 1.00 PM. and
 of the head. at 1.00 PM. came along side
 running in for the land 11.00 AM. in sight
 at 1.00 PM. took in 11.00 AM. and 1.00 PM. the ship
 again. at 1.00 PM. turned toward again. at 1.00 PM.
 saw the whole after we sailed at 2.00 PM.
 the ship. at 1.00 PM. with the Albatross
 and 1.00 PM. with the Albatross. 1.00 PM. of
 the head

At 1.00 PM. the day commenced with with
 breeze. at 1.00 PM. the ship 1.00 PM. and 1.00 PM.
 at the Albatross. at 1.00 PM. and 1.00 PM.
 at 1.00 PM. running over the Albatross. finished in 1.00 PM.
 3.00 PM. having missed it either four or five times
 completed the middle part of the day in passing
 the Albatross. at 1.00 PM. and 1.00 PM. and 1.00 PM.
 at 1.00 PM. with the Albatross. the Albatross in 1.00 PM.
 at 1.00 PM. a large rain wind about
 the Albatross. at 1.00 PM. and 1.00 PM. and 1.00 PM.
 made all sail, middle and better part of the day

At 1.00 PM. the day commenced with a moderate
 breeze. at 1.00 PM. the wind at 1.00 PM. and 1.00 PM.
 the Ship Albatross. at 1.00 PM. and 1.00 PM. and 1.00 PM.
 about 1.00 PM. heard of the Albatross. nearly a dead sail
 heard from about 5.00 PM. having six different
 whistles. middle part of the Albatross. power Albatross
 from. latter part of the Albatross. at 1.00 PM. and 1.00 PM.
 the Albatross. at 1.00 PM. and 1.00 PM. and 1.00 PM.
 at 1.00 PM. in the light Albatross. at 1.00 PM. and 1.00 PM.
 Albatross. at 1.00 PM. and 1.00 PM. and 1.00 PM.

At 1.00 PM. the day commenced with a moderate
 breeze. at 1.00 PM. the wind at 1.00 PM. and 1.00 PM.
 at 1.00 PM. in the Albatross. at 1.00 PM. and 1.00 PM.
 at 1.00 PM. at 1.00 PM. came along side. at 1.00 PM.
 at 1.00 PM. and 1.00 PM. and 1.00 PM. and 1.00 PM.
 at 1.00 PM. saw the Albatross. at 1.00 PM. and 1.00 PM.
 at 1.00 PM. and 1.00 PM. and 1.00 PM. and 1.00 PM.

of Sharon, around Cape Lyphron
 from and latter part of the day by square
 sail, all the came with the "Hercules"
 on the 14th. The day was very fine
 and the wind was from the north-east
 and the sea was smooth. The day was
 very fine and the wind was from the north-east
 and the sea was smooth.

On the 15th a large number of seals were
 seen on the ice. The day was very fine
 and the wind was from the north-east
 and the sea was smooth. The day was
 very fine and the wind was from the north-east
 and the sea was smooth.

On the 16th the day commenced with
 a fine breeze. Employed most of the day chasing
 seals. At 11 AM appeared to be quite shy. At 5 PM
 one ship cutting in. At 8 PM arrived with the
 "Hercules" of Fair Haven. Lat 69° 34'

This day commenced with a moderate
 breeze. Most of the day in chasing seals.
 At 11 AM and latter part light breeze. Lat 69° 28'

On the 17th and 18th the day was fine and
 commenced with a good breeze. Employed
 most of the day in chasing seals.

On the 19th the day commenced with a
 moderate breeze. Employed the fore part in chasing
 seals. At 3 PM arrived with the "Hercules" of
 Fair Haven. The day was very fine and the
 wind was from the north-east. The day was
 very fine and the wind was from the north-east.

On the 20th the day commenced with a light
 breeze. Employed the fore part in chasing
 seals. At 3 PM arrived with the "Hercules" of
 Fair Haven. The day was very fine and the
 wind was from the north-east. The day was
 very fine and the wind was from the north-east.

to a small station at 10 p.m. and
the boat was in the
ice here. made fast the same in 7 min.
after which latter part stores were
taken in the light-ice and the men used the
over-ship & fished the main-ice. stored
about two hours on a tack during the

the 24 hours commenced with a fresh
breeze at 7 AM. used the fore & Miz. topsails
while sailing. but a few times it was
a part more moderate

25 Jul-27
July 26 This day commenced with a moderate
breeze strong breeze and thick fog. a gale
was put in filling the empty cask in the
main-ice with salt water. at 1 PM. a
fog boat in the ice. passed about 100 fms.
from us and we were at 2 PM. the boat had
in and was at us some dinner at 6 PM. we
with the Geo. & Susan. just cut a whale. the
boat was anchor to day. we let her have a full

July 27th. Lat 64 50 Long 165 10
This day commenced with a moderate
breeze with fair sea one boathook today
was put up. at 4 PM. had a general
meal with 8 men on board of our ship
the main-ice was moderate. later part strong
breeze with rain

Mon 28th This day commenced with a fresh
breeze with fair sea. at 4 PM. made fast
the main-ice and the main-ice sail.
and the ship was with rain. later

July 29th This day commenced with a strong
breeze with rain. at 4 PM. made fast
the main-ice and the main-ice sail.
and the ship was with rain. later
the ship was with the 5 men

[illegible][illegible][illegible]

being so near together the air was shut
out of the sea, at night, however the water
to these. I saw some in the park road
at 11

21st this day commenced with a
fair ship laying to an anchor to the
of a whale (Sperm) during the forenoon
every thing ready for cutting, such as
lifting up the chairs, hooks, &c. &c. and
lifting the barrels, and other parts
of the light, and very smooth, a
few good sea watches, to day however
at 10 the ship to stop

22nd this day commenced with a light
at 10 the ship to stop, toward all four boats
then raised whales about 100, and ship
to an anchor, along side of the main
the water to the right hand side, but without
of a boat, came along side of the
the ship to stop, one whale this
day 5 boats 1000 lbs

23rd this day commenced with a light
at 10 the ship to stop, toward all four boats
then raised whales about 100, and ship
to an anchor, along side of the main

24th this day commenced with a light
at 10 the ship to stop, toward all four boats
then raised whales about 100, and ship
to an anchor, along side of the main
the water to the right hand side, but without
of a boat, came along side of the
the ship to stop, one whale this
day 5 boats 1000 lbs

25th this day commenced with a light
at 10 the ship to stop, toward all four boats
then raised whales about 100, and ship
to an anchor, along side of the main
the water to the right hand side, but without
of a boat, came along side of the
the ship to stop, one whale this
day 5 boats 1000 lbs

Ship Sharon. It arrived at the
 and so ~~with~~ ⁱⁿ the middle of latter part of
 with a heavy well running. The ship
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}

17th 30

On October 1st these twenty four hours
 with a moderate breeze. The
 the ship a good wash of rain
 a thick snow storm at 11.30 A.M. took in
 the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}

17th 31

On Sunday 2 these twenty four hours
 with a moderate breeze. The
 and weather. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}

17th 32

On Monday 3 these twenty four hours
 with a fresh breeze. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}

17th 33

On Tuesday 4 these twenty four hours
 with a fresh breeze. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}
 in the ship. The ship was ^{in the wharf}

Oct 1st 1859

steering S. by E. wind about N. by E. middle
and latter part much like the first

Lat 54.11

Long 172.25

On 5th these twenty four hours commenced
with a strong breeze with squalls of snow and rain
a single reefed mizen topsail at 6 AM raised
tops out of the M. topsail and lowered the M. S. G. sail
employed the morning in washing decks and
aping around the works during the middle
of washing and tying of the (last) whale
the fore back legs and the mizen with
Ship Montreal. Steering S. by E. wind about
S. by W. Lat 52.37 Long 171.31

On these twenty four hours commenced with a
strong breeze in M. S. G. sail at 8 AM at 8.50
He reefed the M. topsail at 6 AM raised the
Islands made all sail at 9 AM
He in M. S. G. sail at 9 AM S. G. staysail, carrying
ring the after noon mizen in flying some
the after noon with salt water and
the mizen. At 5.30 PM double reefed topsail
8 AM turned one reef out of the fore and main
mizen. At 6 PM we were through the
sage of the Hay Islands. At 6 PM
Dredge on the job sent in one broke out
and had a boat at 8 PM latter part
a breeze. Lat 54.14 Long 168.40

On 7th these 24 hours commenced with
a strong breeze ship under single reefed
sails at 5 PM made all sail steering S. by E.
S. by W. employed to day in making
understanding back the after noon at 5.30
the mizen the topsails slip leading E. by S.
and S. by E. it hanged the M. sail & jib
for reefed fore & mizen S. by E. and then
with a strong gale of wind with rain
Lat 54.30 Long 166.20

On 8th these twenty four hours commenced
with a strong breeze ship under single reefed

ward the Horned Lark
at the last part of the
day from wind S. S. W. yet
bore.

12th this day from 10 AM. commenced
with a light breeze at 11 AM. bore a squall
was studding sail and sent it out some
the lower & foremast. At 1 PM.
if wind hauled from the S. W. to the S. E.
at 2 PM. shifted to studding sail on the
st. side. employed the fore part on
the foremast in being off the
one on the boats from overhead. at
3 PM. took in the royal. At 4 PM. this being
already rain. At 5 PM. all hauled to
the rain. wind E. S. E. of the
quadrant. wind about 11 PM.
at 10 PM. rose new fore loggins. At 11 PM.
at 4 PM. clude up the M. G. Sail. and
down the topsail and sent it
the topsail at 5 PM. hauled the
mainmast. wind very much at 11 PM. squall
at 1 PM. clude up fore & main topsails & sent
down the royal. At 2 PM. blowing a full gale
at about 3 PM. sending down the royal &
main topsail & foremast 39.05 AM

13th this 24 hours commenced with a strong
E. ship under close reefed main topsail
and foremast. at 11 AM. had set courses and
down the royal. At 1 PM. sent it
down the royal. At 2 PM. at 3 PM. at 4 PM.
calm sail steady rain employed the
foremast in sending down the M. royal &
mainmast. during the afternoon the
small employed nothing
drying for themselves. at 5 PM. hauled
down the topsails. at 6 PM. then on fore
with a good breeze Lat 38.00
at 7 PM. we took the fore
lat poles which is to be about the
boatswain and Seaman

Ship *Shannon* from *Hambleton*. Sea
 Jan. 14th. In a breeze, fair breeze commenced
 a moderate breeze. Ship under single reefed
 sailing about 4. at 2 PM strong breeze doubled
 up the fore and at 3 the M. topsail at 6
 a new splice was at 6 sent it down and
 it went up again. during the forenoon spliced
 a second hauled piece on the Starboard floor
 a bag. employed during the afternoon
 washing out the Starboard's paint boat. inside
 out at 5 PM reefed the M. S. sail and set for the
 the M. S. sail. at 6 PM took in the M. S. sail and
 raised the M. S. sail. later part strong breeze set the
 Long 16th

Jan 15th. There was a fair breeze commenced with
 strong breeze. Ship under a double reefed
 and M. S. topsail & fore sail. heading no wind
 S. by E. wind S. by E. at 4 PM took in the M. S. sail
 employed to day in washing out the Starboard
 and fore sails. washing out the Ship's lower
 mast and the house aft & winches fore and
 and one fore from over head. at 4 PM wind
 and headed to the eastward. at 9 PM reefed
 the M. S. topsail and hauled up the foremast
 commencing heavy sea running. at 9 PM the
 wind became S. by E. with the foremast
 at 3 PM spoke the *Montreal* and loosed the
 mainsail. at 4 PM set single reefed topsails and
 M. S. S. sail. later part of day breeze strong
 S. by E. Long 36th 28 (Montreal)
 Long 15th 39 (Montreal)

Long 16th. There was a fair breeze commenced
 with a moderate breeze. wind about S. by E.
 steering S. by E. ship under short sail
 reefed topsail and mainmast. at 11 AM
 the M. S. turned out the reefed M. S. sail
 mainmast topsail top-mast & royal mast
 the M. S. sail. at 11 AM gale wind with
 Ship *Montreal* the remainder of the day
 at 1 PM sent down the M. S. sail. at 2 PM
 a man aloft for days but saw nothing
 but high waving waves and spray. at 11 30
 at 1 PM in fore mast the M. S. sail

round the Sandwich Island (Oct 14th 1854)
and top was studding sail. two men
forward and one boatsteward of duty one absent
ill health. Lt. Gardner with a broken
arm. Lat 33.38 N Long 154.54 W

Nov 11th this twenty four hours commenced
with a strong breeze wind about S W by S
steering S by E. The fore part of the ship 24
hours. Latter part steering
all hands on deck. for day, rather
more the wriggling fore and aft. sail
employed in making rattling line
middle and latter part moderate breeze
wind N N W. Lat 31.14 N
Long 154.09 W

Nov 16th this twenty four hours commenced with
moderate breeze steering the fore part S by E
and about N W. employed all day in making
line and making rattling line. all hands
deck all day at 2 PM. Made the yards square
and several flogging. At 6 PM. the
sails at 4 PM. one came on board. and his
name I have just put in the back part
of this book. middle and latter part steering
S by E. middle and latter part much like
the first. Lat 29.30 N
Long 153.43 W

Nov 18th this day commenced with a fair
steering the fore part S by E to 6 PM
employed through the day in
steering. all hands on deck. all
day. arrived with Lt. Gardner
the season from the hot. the things
had. some of the part of the
one of the 16 day. Fisher who was lost
the means of a whale during the fore
part of the season. at a passed sharp. the
middle part light. latter part moderate
Lat 29.30 N
Long 153.43 W

Ship Thoresen from Kaula halled
in at 10 AM. The ship was covered
with a thick layer, steering S by E. wind S by E
employed to day working in the rigging
line and the ship was at 11 AM
put back and started up at 11 AM squared
in at 12 AM. at 1 PM started again
at 2 PM. 13 07

Log 159 44

Aug 21st There were four hours calm
with a moderate breeze. All sail set. The boat
during these four hours from S by E to S
at 9 AM shifted the studding sail over on the
starboard side. I suppose that we now have got the boat
although this are nearly all hands
is doing. I suppose in washing. At 10 AM
we were with water at 4 PM. I suppose the ma
brase (got a bunch of sticks. I
did not take an ash. I have not taken
the square although I think a little would
would not find one. to day as we
have all the work in the water
damp middle and latter part moderate

Log 159 05

Log 159 05

Aug 22nd There were four hours calm
with a moderate breeze. All sail set. Steering S by E
bushard & westward. At 7 AM. last another
studding sail and set it on the starboard side.
At 8 AM. take the anchors of the boat. All hands
at some constant in washing. At 10 AM.
washing. At 11 AM. washing. At 12 AM.
washing. At 1 PM. washing. At 2 PM.
at 4 PM. passed the east end of Nauru
I got the cables up and sent them on. at
10 AM. in the night and at 11 AM. at
12 AM. in the night. middle and latter
much like the first. Log 21 33

Log 159 07

Remarks on board Ship Sharon
at 9 A.M. a mist came the ship into Honolulu
harbour. at 11 A.M. received sight of the coast proper
at 11 A.M. in anchorage and began the day
work. (the shipboard anchor) The weather
through the remainder of the day has been very
pleasant and all hands were at work
attended the Boat. weather quite warm

The 27th this day commenced very pleasant
employed to day in painting ship. at 11 A.M.
Mailed a letter for home. several of our
men is now on shore. I believe without
doubt. to do Robert went to a doctor. to
about his arm

The 28th at 6 A.M. the Harbour master came
on board. ordered the winches hove up and
up the side of the Black Sea. and soon
moved to discharge oil about 7 A.M. William
the "Boat steer" went ashore by having worked his
boat out. to do the Francis Rimmer said to
have been in

Lat 29th employed in discharging oil. the
crew leaving daily. weather very warm
and sultry

Sun 30th very pleasant. nothing worth
notice

Mon 31st employed to day in discharging
oil. finished discharging about the evening
the day employed several Hawaiians but
some of the men refusing to work and they
were sent ashore

Tues Nov 1st very little doing on
board to day. with the exception of some
on board of the Black Sea. loading the ship
this day most of the crew were discharging

Capt J. H. Swift Honolulu Oct 21st 1859

Wegged this morning at 7 AM. before breakfast
the Harbor Master came on board. with the
anchor and wind the ship around and
moored her. putting the small anchor stern and
the heavy one at the bow took breakfast at
10:30 AM. at 11 AM. the ship for our destination
and it promised to be a fine day. we had up to a
bar and drunk a glass of soda water at noon
the first class of wine. The 1st class of wine
a bar was ashore during the afternoon
at 5 PM. the Sailors Home
received \$12 from Mr. Pope on my
order.

The 3rd rather rainy not doing much to day
The 4th this day commenced very pleasant work
this morning in painting 15 fifteen inches of the
ship on the bow side. The 1st class of wine
the first officer came on board. went on shore and
got 6 Kanakors and commenced to stow the
main hatch.

The 5th employed to day in breaking out
small casks to stow for the grocers for 6
Kanakors and the first officer to work. - better
last cleared up decks and washed them down
for lunch went ashore the day previous to this.

Mon 7th employed in breaking out cask and empty
them and stowing them down received on board 60 barrels
water to day and 6 six barrels of molasses which we
are to use for the ship. the day the Steward came on
board and went to work.

Tues 8th employed to day in breaking out cask and stowing
them down in the Main Hatch received to day
small amount of the sugar put it in to small cask.

Thurs 10th employed to day in breaking out cask and stowing
them down in the Main Hatch received to day

Remarks on Board Ship Sharon
and other things worth noting on board
and on shore. Since we left our last
stop on the west side just above the back of the
Lake of head on the Starboard side and we cast off
our anchor and cast off. Heading at 3 PM. bearing
back of head and stood that on the Starboard
side. Robert Whitney (a boatman from
the same place) who has been a long time
in the work, the Echolsk Sea place arrived
at 1 PM.

Thurs 10th employed to day cleaning out between decks
and laid a load of deer on the reef besides various other
jobs that we did.

Fri 11th this morning painted 15 inches of the Ship
copper on the Starboard side the Starboard side having
been painted for previous to this day.
employed through the remainder of the day in
washing the ship inside four of us to work
beside the Mill, at 4 PM. washed the wind
so the Carpenter could fix the full bit.

Sat 12th commenced this day in washing
decks gave them a good washing and washing
and also the outside of the Ship. pumped ship
and by the time that we finished it was 12 PM.
about 1 PM. Capt. Swift ~~accompanied~~ accompanied
with Capt. Lovell & Mrs Thomas Spencer
came on board a short time. The Apple room
went down and I believe all the labourers but
at 2 PM drew \$10 from Mr Pope for my

(1859)

Mon 14th commenced this morning
put our accoutrements over the after part of the
and the side of the Ship. at 4 PM. commenced
the ship in the Spring job. being and the
after noon sent in the job down in order
to be built through the foremast
and spent some of the inner work out there.

While lying in the Port of Hoonah
 3 Nov 10th 1859
 was 15th commenced this day by washing
 of decks sent in the Marlingail to broom
 and sent them to the Blacksmith (the
 during the forenoon shifted out the jib boom
 but did not stop the heel beams. The wood
 being all rotten, (the piece that is seen)
 there were employed on board beside
 Mr. Edwards (the first officer) including
 myself, as the ship lays so far from
 the landing it is impossible for us to
 leave going back and forth often.
 At 5 PM the Back Yarder came for
 bringing the horse mail. The train is
 very fresh now.

Nov 16th this morning went ashore and brought
 of the Backropes and hooked them on all so
 brought of the Kobsa rope and made
 done it in and set up the stay. at 10 AM
 received two Letters one from N. M. & the
 other from N. S. the latter part of the day
 did not do much, on account of the
 Carpenter & the Hoonah, the ship was
 very strong ship with no more to be
 done of them having appeared every
 where. on the 10th the ship was
 started boats and towed them into shore
 water and anchored them. In day the
 Ship Northern Light arrived from the
 Beholish Sea.

Nov 17th commenced this day by washing
 of decks. at 2 AM Mr. Johnson the
 Carpenter came on board and fixed the
 boom at 10 AM the jib boom was up
 the backropes jib gages jib stay and
 so on then sent out the flying jib
 - boom and set up the rigging and
 bent the jib. I saw of us employed all
 together four white men and the Kobsa

Remarks on Board Ship Tharoon

Sat 18th. This morning went ashore to get for the materials, went up to the Blacksmith and got a band for the Bower on board put it on and at the upper bobstay and horse-pawl-shield at 6 AM. Capt. King came on board to see us the old original crew had a very pleasant talk with him, in the afternoon in painting the vessel over the bow, clearing up decks and washing off. The Hancock employed 4 men and four of us Yanks, but of it quite unwell during some part of the day.

Sat 19th This day was commenced with steering beam trawls over the work. besides the fire employed the few men in mending the fishing jib and then bent it, & mended the "Stitch" of one board back. Repair of Boston. I have been employed the last part of the day in washing & mending the close. Latter part of the day I went on shore.

Sun 20th This day very pleasant nothing worth of notice to day.

Mon 21st This day commenced with a light breeze of wind, commenced this day by washing of decks, felt quite sick by the washing of decks & the smoke stop - the remainder of the day in the latter part of the day I went on shore.

Tues 22nd This day I spent on shore going to the place to get the fish, the fish, two boats, and a Mingo. The boat was

Wed 23rd This day I spent on shore at 3 PM. I went down the shore. Sea very

Capt Geo. E. Smith, Honolulu, S. I. Nov 16/57

On 23rd instant, an order for my weight, and other
agreed to be in the Pitt Meadows, and
agreed with the rest of the Captains for
and signed in the same to sign.

to board at the Larrain's House
on shore, spent the time in running
from place to place frequently going
down to the Consul's office intended
to have ship to day but the Consular
was to busy, at 4 P.M. Capt. Lawrence
and his Consul money \$23 twenty
three dollars, at night came on board of
the Sparon and stayed all night.

To Find the Longitude by a Chronometer

Chronometer	Corrections
H... M... S	h... m
9... 49... 53	17... 07
4... 56... 18	17... 2
2) 19... 40... 11	2) 34... 09
9... 50... 05 Mean Time	17... 04... 40
1... 24... 07 Daily Rate	1... 0
6... 25... 15 True mean time	17... 14
3... 01... 49 Apparent time	56... 36 Latitude
5... 24... 09 Difference of 2) 170... 06	96... 24 Polar Distance
	65... 04
	17... 44
	67... 50

Longitude

41... 02
00... 20
41... 42

Longitude

2... 54... 12 Apparent time	2... 5... 11
0... 02... 37 Equation of time	0... 0... 272
3... 01... 49 Corrected apparent time	6... 9... 3448
	6... 0... 665
	11... 6... 196
	5... 8... 098

